DEPARTMENT OF THE NAVY
TACTICAL ELECTRONIC WARFARE SQUADRON 132
FPO SAN FRANCISCO 96601-6416

5750
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From: Commanding Officer, Tactical Electronic Warfare Squadron 132
To: Director of Naval History (OP-09BH), Washington Navy Yard, Washington, D.C. 20374-0571

Subj: 1991 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Change of Command Program
(2) Biography of CDR Richard L. Martin, Jr.
(3) Photograph of CDR Richard L. Martin, Jr.
(4) Photograph of Squadron Aircraft
(5) Roster of Operation Desert Storm Aircrews
(6) Narrative of the shootdown of Slugger 212
(7) Family Gram '90 Scorpion Stinger
(8) Scorpions Information Pamphlet
(9) End-of-Deployment Lessons Learned Brief

1. Per reference (a), the following is submitted with enclosures (1) through (9) as supporting documentation.

2. Command Composition and Organization: VAQ-132 is a carrier-based electronic warfare squadron homeported at NAS Whidbey Island, Washington State under the operational and administrative control of Commander, Carrier Air Wing Seventeen (CVW-17) assigned to USS SARATOGA (CV 60). The commanding officer is presently Commander Richard L. Martin, Jr. The squadron provides electronic combat support for CCDG-8 battle group operations and flies the EA-6B Prowler. Assigned aircraft are bureau numbers 158801 (AA 621), 162224 (AA 622), 162934 (AA 623) and 163034 (AA 624).

3. Chronology of Events

1 JAN - 3 JAN: Inport Antalya, Turkey, Operation Desert Shield in progress.

3 JAN - 5 JAN: Mediterranean operations on board SARATOGA.

6 JAN: Transit through the Suez Canal.

7 JAN - 15 JAN: Dual carrier battlegroup operations with the USS JOHN F. KENNEDY (CV 67) in Red Sea.

16 JAN - 31 JAN: Triple carrier battlegroup operations with the KENNEDY and the USS AMERICA (CV 66) in Red Sea.

17 JAN: Operation Desert Shield ends, Operation Desert Storm begins. Attack operations commence against Iraq and Iraqi-held Kuwait. Aircraft from SARATOGA and VAQ-132 are among the first wave of aircraft attacking targets within Iraq.

1 FEB - 7 FEB:	Triple carrier battlegroup operations with the KENNEDY and the AMERICA in Red Sea.
8 FEB:	AMERICA departs Red Sea for Persian Gulf.
9 FEB - 13 FEB:	Dual carrier battlegroup operations with the KENNEDY in Red Sea.
14 FEB - 15 FEB:	Overnight in Jeddah, Israel, offloading two airplanes.
28 FEB:	Cease-fire declared; hostilities cease.
1 MAR - 5 MAR:	Post cease-fire Red Sea operations.
1 MAR:	Surpassed six years foreign object damage (FOD) free operations.
6 MAR:	VAQ-132 named winner of the COMMATVAQWINGPAC Safety Award for the second half of 1990.
7 MAR - 9 MAR:	Post cease-fire Red Sea operations.
10 MAR:	Turn over with AMERICA.
11 MAR:	Record sixth Suez Canal transit into the Mediterranean Sea.
14 MAR:	Sixth Fleet operations.
17 MAR:	SARATOGA sails through the Straits of Gibraltar.
28 MAR:	SARATOGA pulls into Mayport, Florida. Aircraft arrive to enthusiastic welcome at NAS Whidbey Island.
1 APR - 18 AUG:	Local flight operations-NAS Whidbey Island.
10 APR:	Four Navy Commendation Medals, 5 Letters of Commendation and one Navy Achievement Medal awarded to 10 sailors for their actions during the 21 December, 1990 capsizing of the Israeli ferry 'Al Tovia' in Haifa, Israel.
18 APR:	Received aircraft Bureau number 162224 from VAQ-140.
22 APR:	Aircraft Bureau number 161245 transferred to VMAQ-4.

15 APR:	VAQ-132 awarded Navy Unit Commendation.
9 MAY:	LT (b) (6) awarded Air Medal for safely landing aircraft bureau number 161245 after its station 1 tactical jamming pod separated from the wing during a training mission at NAS Fallon, Nevada on 19 January 1990.
	AMS1(AW) (b) (6) awarded 'Safety Pro of the Week' by Commander, U.S. Pacific Fleet for saving the life of a shipmate onboard SARATOGA on March 21, 1991.
15 MAY:	Received aircraft bureau number 158801 from VAQ-139.
6 JUN:	End-of-deployment awards ceremony held; 25 Navy Commendation Medals and 20 Navy Achievement Medals awarded.
1 JUL:	VAQ-132's 20th anniversary of flying EA-6Bs. VAQ-132 received its first operational EA-6B on July 1, 1971.
18 JUL:	VAQ-132 Scorpion Reunion held for all past officers of the squadron; over 100 attended.
20 JUL:	1991 Prowler Ball. AMS1(AW) (b) (6) named Prowler Trouble-shooter of the year. IS1 (b) (6) (b) (6) named Prowler Intelligence Specialist of the year.
19 AUG - 23 AUG:	Point Mugu detachment for CNO special project.
22 AUG:	Scorpion commanding officer CDR T. P. Lane achieves his 3000th hour in the EA-6B Prowler.
24 AUG - 3 OCT:	Local flight operations-NAS Whidbey Island.
1 SEP - 31 OCT:	Aircraft bureau numbers 158801, 162224, 162934 and 163034 are processed through NAV PRO Grumman St. Augustine, Florida for the command eject airframe change and attitude director indicator (ADI) modifications.
17 SEP:	Aircraft bureau number 159912 dropped off at SDLM-NADEP Alameda, California.
4 OCT - 20 OCT:	Consolidated CVW-17 detachment at NAS Fallon, Nevada.

21 OCT - 31 OCT: Local flight operations-NAS Whidbey Island.

1 NOV: Commander Richard L. Martin, Jr. relieved Commander Thomas P. Lane as commanding officer in a traditional ceremony held in Hangar 1 onboard NAS Whidbey Island. Captain David V. Park former CVW-17 Deputy and current Naval Strike Warfare Center commanding officer was the guest speaker. Incoming executive officer is Commander Roy Lee Holbrook III.

4 NOV - 7 NOV: Carrier qualification (CQ) onboard SARATOGA in Jacksonville Operating Area (JAXOPAERA).

8 NOV - 14 NOV: Refresher Training (REFTRA), JAXOPAREA.

15 NOV - 18 NOV: Inport Mayport, Florida.

19 NOV - 26 NOV: Advanced Phase in Puerto Rican Operating Area (PROA).

27 NOV - 30 NOV: Inport St. Thomas, Virgin Islands.

1 DEC - 7 DEC: Advanced Phase in PROA.

8 DEC - 13 DEC: Hostilities Phase in PROA.

14 DEC - 31 DEC: Local flight operations-NAS Whidbey Island.

3. Narrative

The New Year began with a bang for the Scorpions of VAQ-132. Moving into their sixth month on board SARATOGA they had participated in operations in support of Operation Desert Shield. President George Bush and the United Nations Security Council had drawn up a deadline of January 15th for Iraqi occupation forces to retreat from Kuwait, the country which they had invaded in August of 1990. As SARATOGA and CVW-17 conducted contingency operations, the world held its breath as January 15th drew near.

In the early morning hours of January 17th, the first strike groups from aircraft carriers in the Persian Gulf and the Red Sea launched to attack targets in Iraq and Kuwait. The Scorpions participated in all phases of the air combat operations, supporting strike groups with electronic jamming and knocking out Iraqi radar sites utilizing the EA-6B's unique high speed anti-radiation missile (HARM) capability. From the first strike over Baghdad until the cease-fire declaration on 28 February, Scorpion aircrews flew 75 combat sorties for 337 flight hours and fired 17 HARM missiles.

After the cease-fire, the SARATOGA turned over with USS AMERICA and sailed through the Suez Canal for a record sixth time in one deployment and sailed westward through the Mediterranean and the Straits of Gibraltar, arriving in Mayport, Florida on 28 April. All four aircraft returned to NAS Whidbey Island the same day followed a few hours later by a special charter aircraft carrying all remaining Scorpions. The heroes welcome received was well deserved and joyous.

After the fast pace of war, the operational tempo upon return to NAS Whidbey Island was slow by comparison. The months after returning were spent conducting local operations and training new pilots and electronic countermeasures officers who checked into the squadron immediately following deployment. On 15 April, it was learned that VAQ-132 had been awarded a Navy Unit Commendation in addition to the already awarded National Defense Medal and the Southwest Asia Service Medal.

From April through July, the Scorpions conducted local flight operations and took the opportunity to attend nearly a dozen summer airshows, giving people the chance to see EA-6B's up close. An award ceremony was held on April 10th to recognize individuals who participated in the rescue efforts after the capsizing of the Israeli ferry 'Al Tovia' in Haifa, Israel on 21 December, 1990. On May 9th, another ceremony was held to award the Air Medal to LT (b) (6) (b) (6) for his actions during a January 19th, 1990 incident in which the aircraft he was piloting experienced a catastrophic material failure. He safely landed the aircraft at NAS Fallon, Nevada. Also recognized was AMS1(AW) (b) (6), who was named U.S. Pacific Fleet Safety Pro of the Week for saving the life of a shipmate onboard SARATOGA March 21, 1991. The sailor had walked into the jet exhaust of an EA-6B and was about to be blown over the side when Petty Officer (b) (6) instantly recognized the situation and grabbed him.

On June 6th a major end-of-deployment awards ceremony was held to recognize the many outstanding individuals in the squadron who performed brilliantly during Operation Desert Shield/Desert Storm. Over 25 Navy Commendation Medals were presented, 18 of which went to aircrews who flew numerous combat missions over Iraq and Kuwait. Additionally, 20 Navy Achievement Medals were awarded.

On July 1, the squadron recognized its 20th Anniversary flying EA-6Bs, having been the first operational squadron to take custody of an EA-6B on July 1, 1971.

On July 18 a reunion was held for all former officers of the Scorpions with over 100 people in attendance. On July 20, the annual Prowler ball was held at NAS Whidbey with two VAQ-132

sailors being named as the Prowler Trouble-shooter of the Year and Prowler Intelligence Specialist of the Year.

In mid-August the squadron flew to Point Mugu, California to provide support for a CNO special project involving SM-2 Block 3 missile trials. While there, on 22 August, Scorpion commanding officer CDR T. P. Lane achieved his 3000th hour in the EA-6B Prowler.

While conducting local flight operations at NAS Whidbey Island in September, the squadron began rotating all of its aircraft through Grumman St. Augustine, Florida to have the command eject airframe change installed as well as modifications made to their attitude director indicators (ADI).

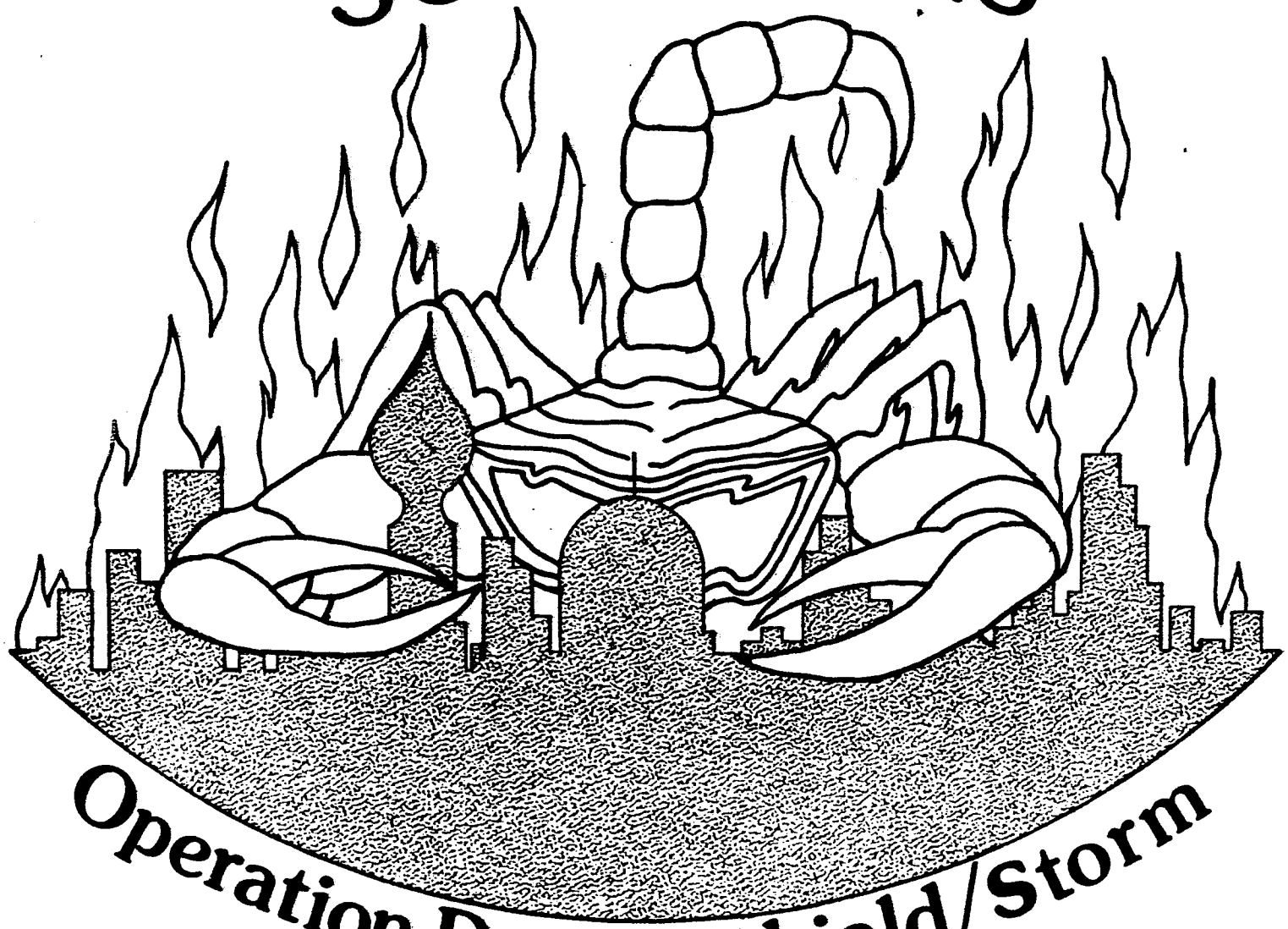
In October, the entire squadron began the work-up cycle NAS Fallon, Nevada for a consolidated CVW-17 detachment. This two week period involved tactical flight planning and operations with all of the squadrons of Air Wing SEVENTEEN.

Returning to NAS Whidbey Island, VAQ-132 held a change of command ceremony on 1 November in which CDR T. P. Lane was relieved by CDR Richard L. Martin, Jr. CAPT David V. Park was the guest speaker and the incoming executive officer was CDR Roy Lee Holbrook III.

The squadron began airlifting supplies and personnel to NAS Mayport, Florida during the first few days of November in preparation for at-sea operations on board SARATOGA. Once the aircraft flew aboard, carrier qualification (CQ) began in earnest with refresher training immediately following CQ. After ten days in the JAXOPAREA, SARATOGA pulled into Mayport for a three day port visit. Underway again, SARATOGA proceeded to PROA and began advanced training phase, punctuated by a three day port call to St. Thomas, Virgin Islands. Advanced phase was completed underway from St. Thomas and the Air Wing transitioned to hostilities phase. SARATOGA returned to Mayport on 13 December and the squadron transited to NAS Whidbey Island, where local flight operations were conducted through the end of the month, culminating a banner year for the Scorpions.

R. L. MARTIN, JR.

VAQ-132
SCORPIONS



Operation Desert Shield/Storm
Med/Red Sea 90-91

ENCL (1)

Roster of Operation Desert Storm Aircrews

1. The following is a list of VAQ-132 personnel who flew combat missions in the EA-6B Prowler during Operation Desert Storm between 17 January and 28 February 1991.

Pilots

CDR Richard L. Martin, Jr.
LCDR (b) (6)
LT (b) (6)
LT (b) (6)
LT (b) (6)
LTJG (b) (6)

Electronic Counter Measures Officers (ECMOs)

CDR Thomas P. Lane
LCDR (b) (6)
LCDR (b) (6)
LCDR
LT (b) (6)
LT
LT
LT
LT
LT
LT
LT
LT
LT
LT
LT
LT
LTJG (b) (6)

LOSS OF SLUGGER 212

THE LOSS OF VF-103'S F-14 DURING OPERTATION DESERT STORM OCCURRED DURING A NIGHT STRIKE ON AL ASAD AIRFIELD. SLUGGER 212 WAS FLYING HVU CAP FOR OUR VAQ-132 EA-6B, CALL SIGN SWAMPFOX 605, AND THE FLIGHT WAS PROCEEDING AS BRIEFED. WE HAD ALREADY FIRED OUR FIRST HARM MISSILE AT ITS PRE-BRIEFED TARGET AND WERE PROCEEDING TO THE SECOND LAUNCH POINT 35 MILES FROM THE TARGET. THIS LAUNCH WAS TO BE A "TARGET OF OPPORTUNITY" SHOT AT H-1 AIRFIELD AND WE WOULD FIRE OUR HARM IF THE EMMITTER WAS OPERATING. FORTY FIVE DEGREES THROUGH OUR LAUNCH SET-UP TURN LCDR [redacted] (b) (6) ECMO 1 IN THE RIGHT SEAT, CAME ON OVER THE ICS AND EXCLAIMED THAT THE F-14 HAD BEEN HIT AND CALLED FOR ME TO TURN THE AIRCRAFT BACK. I LOOKED OUT OF THE RIGHT SIDE OF THE AIRCRAFT AS I EXECUTED A HARD, NOSE-LOW SLICE TURN TO THE LEFT. SLUGGER 212 WAS IN A FLAT SPIN DESCENDING STRAIGHT DOWN UPON US. HE EXPENDED THREE FLARES AND FROM BELOW I COULD SEE THAT BOTH WINGS AND HORIZONTAL STABILIZERS WERE STILL INACT AND HIS WINGS WERE SLIGHTLY SWEPT. BOTH OF HIS ENGINES WERE RUNNING AND WERE OPERATING IN AFTERBURNER. MAINTAINING SIGHT WITH THE F-14, I CONTINUED TURNING TO THE SOUTH AND OBSERVED THE TOMCAT ENTER THE CLOUD DECK AT APPROXIMATELY 10,000 FEET. JUST BEFORE IT DISAPPEARED INTO THE CLOUDS I SAW TWO BRIGHT FLASHES OF LIGHT CAUSED BY THE EJECTION OF THE PILOT AND RIO. WE WERE NOT ABLE TO CONFIRM THE SIGHTINGS OF ANY CHUTES. CONTINUING OUR EGRESS OUTBOUND WE CONTACTED THE AWACS WITH A MAYDAY CALL AND RELAYED SLUGGER 212'S LAST POSITION AND THEIR SUCCESSFUL EJECTIONS.

TACELRON ONE THREE TWO

POST DEPLOYMENT DEBRIEF

ORGANIZATION

OVERVIEW

OPERATIONS

ELECTRONIC WARFARE

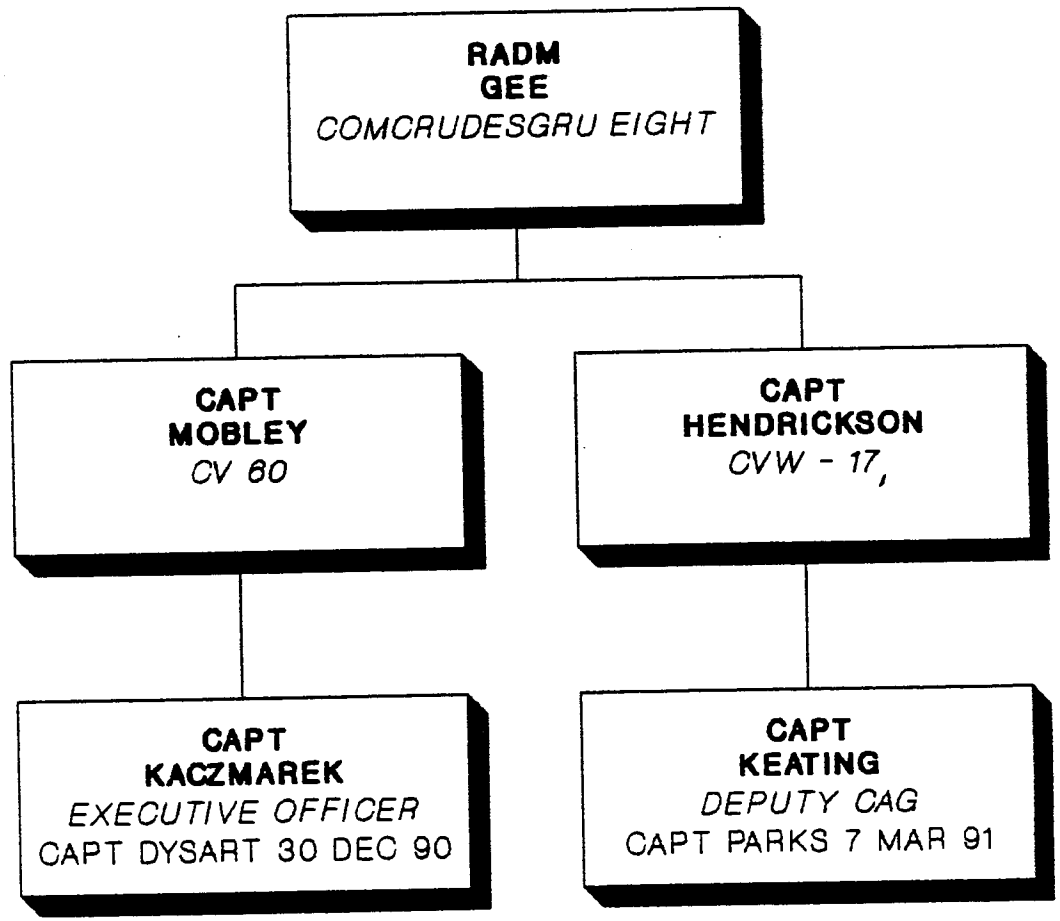
MAINTENANCE

SAFETY

ADMINISTRATION

ORGANIZATION

CTF



CARRIER AIR WING SEVENTEEN
"QUICKSAND"

VAQ 132	SCORPIONS	CDR LANE
VA 35	BLACK PANTHERS	CDR ANDERSEN
VF 74	BE-DEVILERS	CDR DUPUOY
VF 103	SLUGGERS	CDR SANTAPAOLA
VFA 81	SUNLINERS	CDR ANDERSON
VFA 83	RAMPAGERS	CDR GILLESPIE
VAW 125	TIGERTAILS	CDR MCDANIEL
VS 30	DIAMONDCUTTERS	CDR FORD
HS 3	TRIDENTS	CDR AVVEDUTI

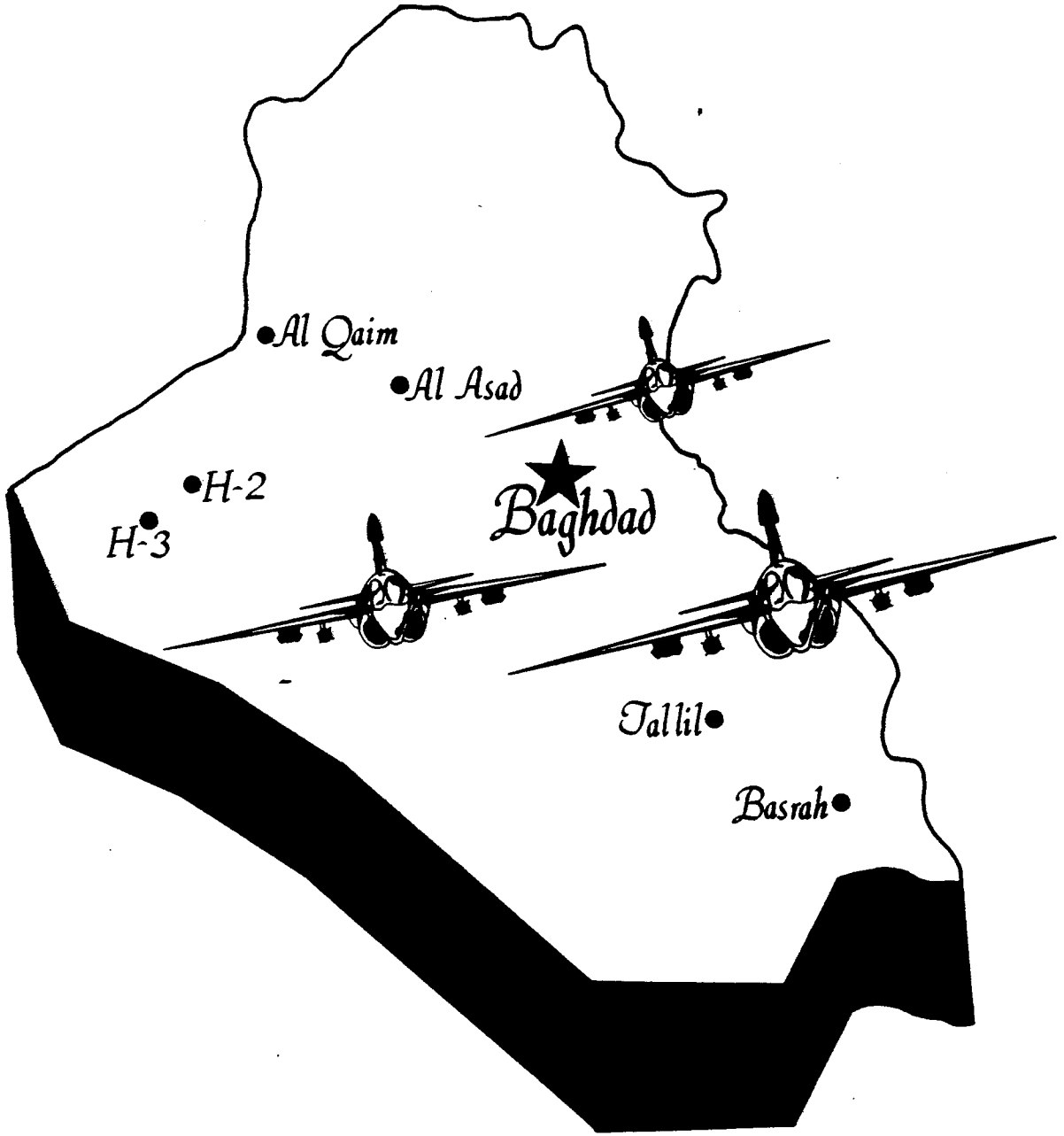
SCORPIONS

COMMANDING OFFICER	CDR T.P. LANE
EXECUTIVE OFFICER	CDR RICK MARTIN
OPERATIONS	LCDR (b) (6)
MAINTENANCE	LCDR (b) (6)
ADMINISTRATION	LCDR (b) (6)
ELECTRONIC WARFARE	LT (b) (6)
SAFETY	LCDR (b) (6)
CMC	AFCM

MED/RED SEA TIMELINE

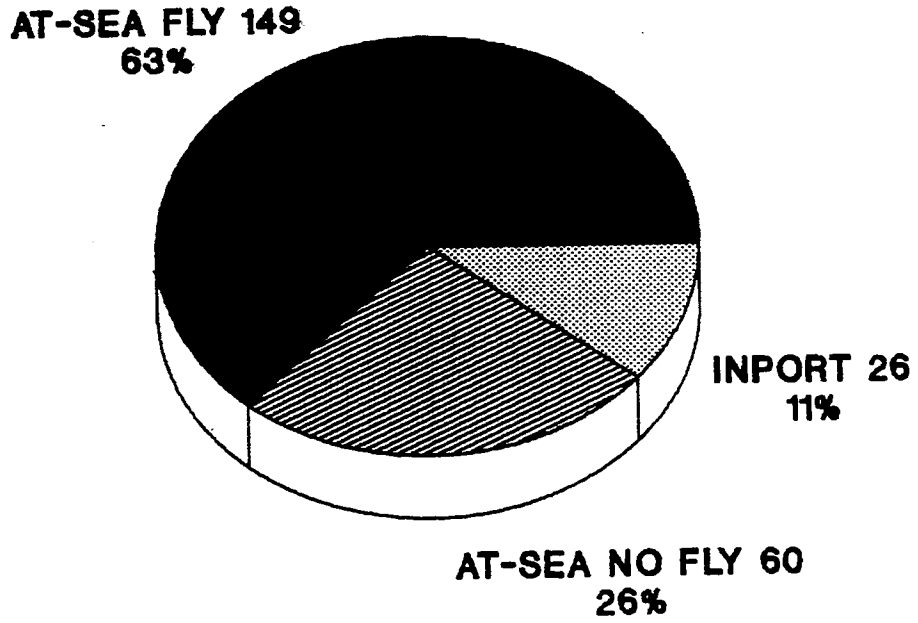
7 AUG 90	DEPLOY
21-22 AUG 90	SOUTHBOUND SUEZ CANAL TRANSIT
23 AUG - 20 SEP 90	RED SEA OPS
21 SEP 90	NORTHBOUND SUEZ CANAL TRANSIT
23 SEP - 27 SEP 90	FRANCE DET
27 SEP - 15 OCT 90	DISPLAY DETERMINATION-90
28 SEP - 13 OCT 90	SHORE DET ESKISEHIR, TURKEY
22 OCT 90	SOUTHBOUND SUEZ CANAL TRANSIT
23 OCT - 8 DEC 90	RED SEA OPS
9 DEC 90	NORTHBOUND SUEZ CANAL TRANSIT
11 DEC - 19 DEC 90	GERMANY DET
6 JAN 91	SOUTHBOUND SUEZ CANAL TRANSIT
7 JAN - 16 JAN 91	RED SEA OPS
17 JAN - 28 FEB 91	OPERATION DESERT STORM
1 MAR - 10 MAR 91	RED SEA OPS
11 MAR 91	NORTHBOUND SUEZ CANAL TRANSIT
28 MAR 91	ARRIVE NAS MAYPORT, FL

OPERATIONS



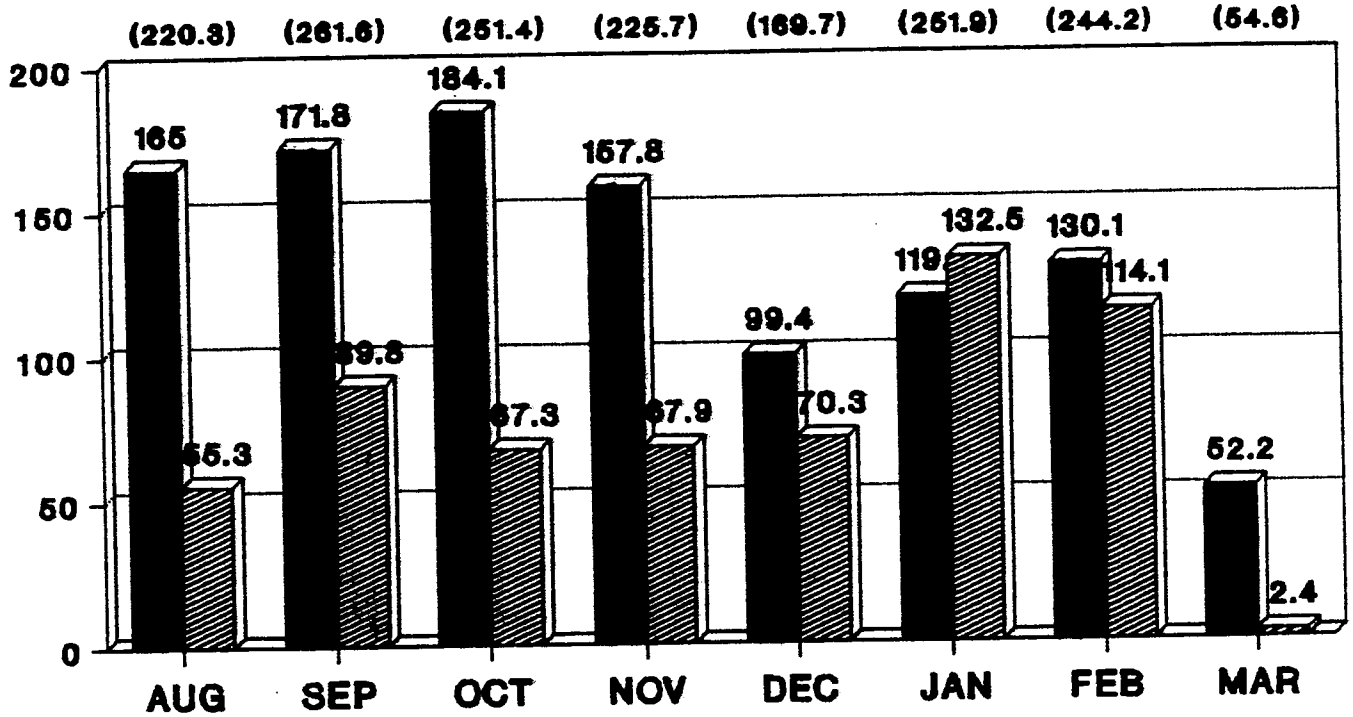
DEPARTMENT

AT-SEA/INPORT DAYS
TOTAL DEPLOYED - 235



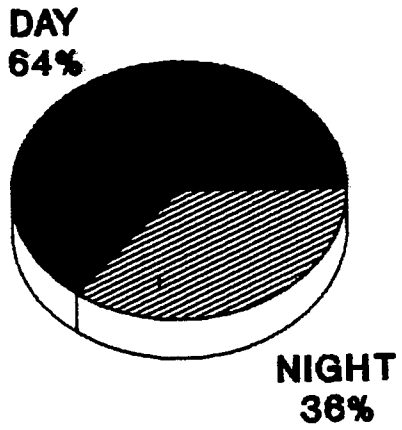
FLIGHT HOURS

TOTAL HOURS FOR DEPLOYMENT - 1679.4

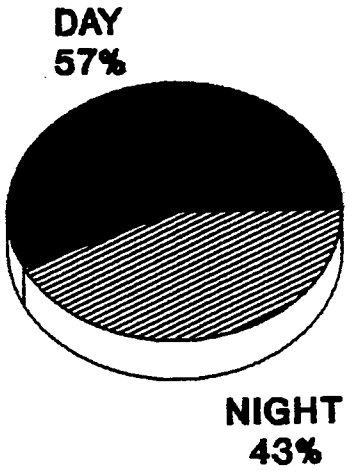


DAY - 1079.8 NIGHT - 599.6

FLIGHT HOURS/TRAPS



FLIGHT HOURS
1679.4

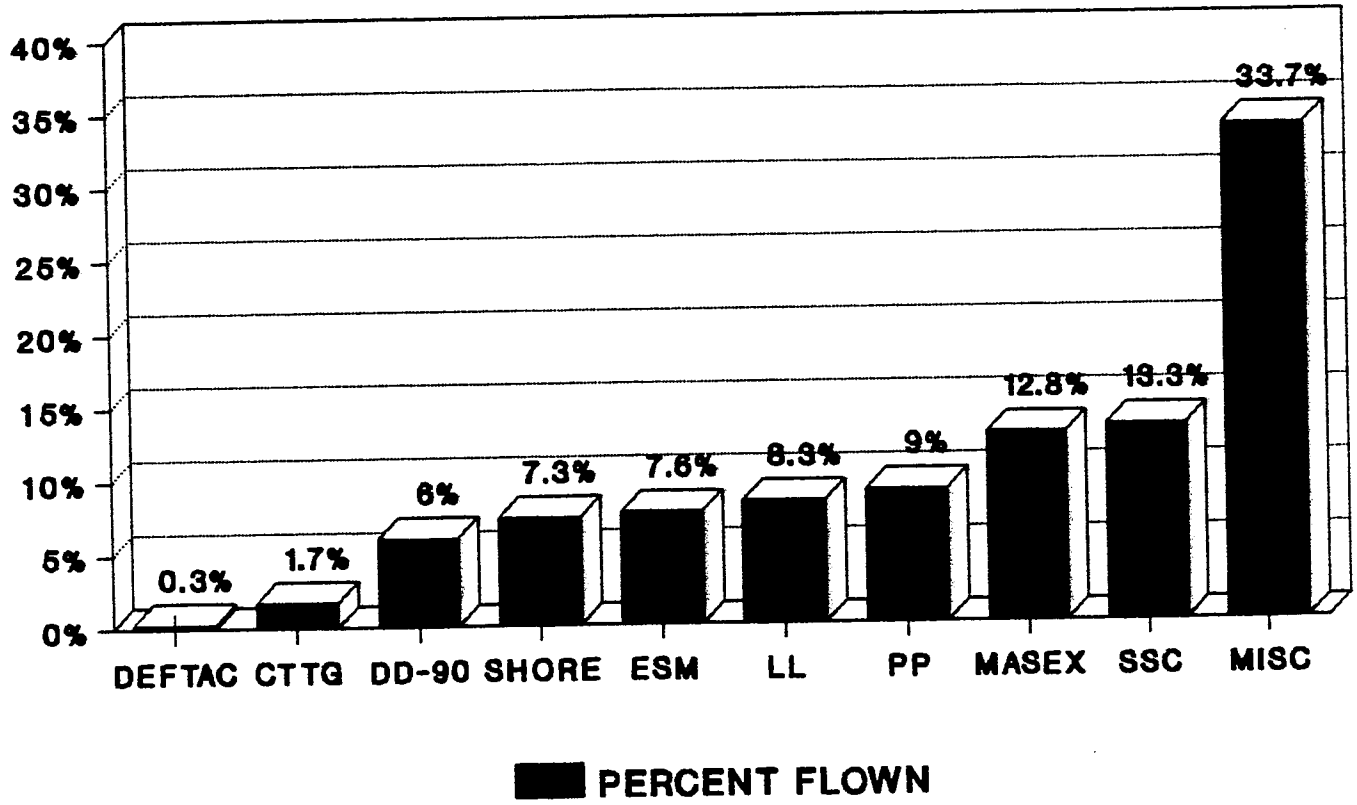


TRAPS
653

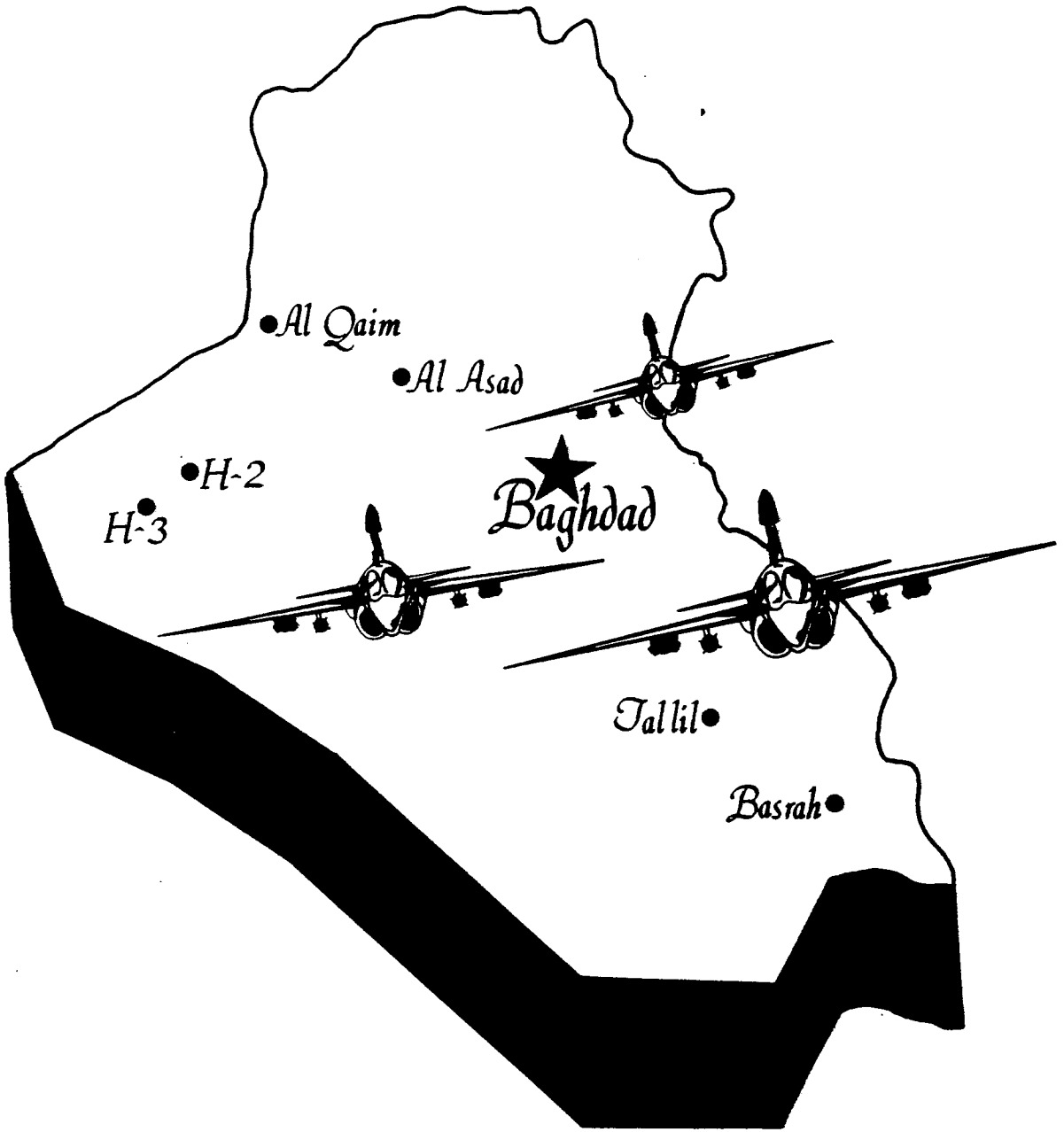
DEPLOYMENT STATISTICS
AIRCREW AVERAGES

HOURS/MONTH	34.4
HOURS/DEPLOYMENT	274.9
TRAPS/MONTH	13.4
TRAPS/DEPLOYMENT	107.4

SORTIES BY MISSION AREA
NON COMBAT



ELECTRONIC WARFARE



DEPARTMENT

DESERT SHIELD
TACTICAL CONSIDERATIONS

- ONE VERSUS MANY JAMMER TECHNIQUES
- HVU CAP PROCEDURES
- RED SEA COUNTER TARGETING TACPRO
- ALQ - 126B'S
- ALQ - 167 TESTING

REAL WORLD TRAINING

- SCORPION/PENTHOUSE ESM
- ALLIED JAMEX'S

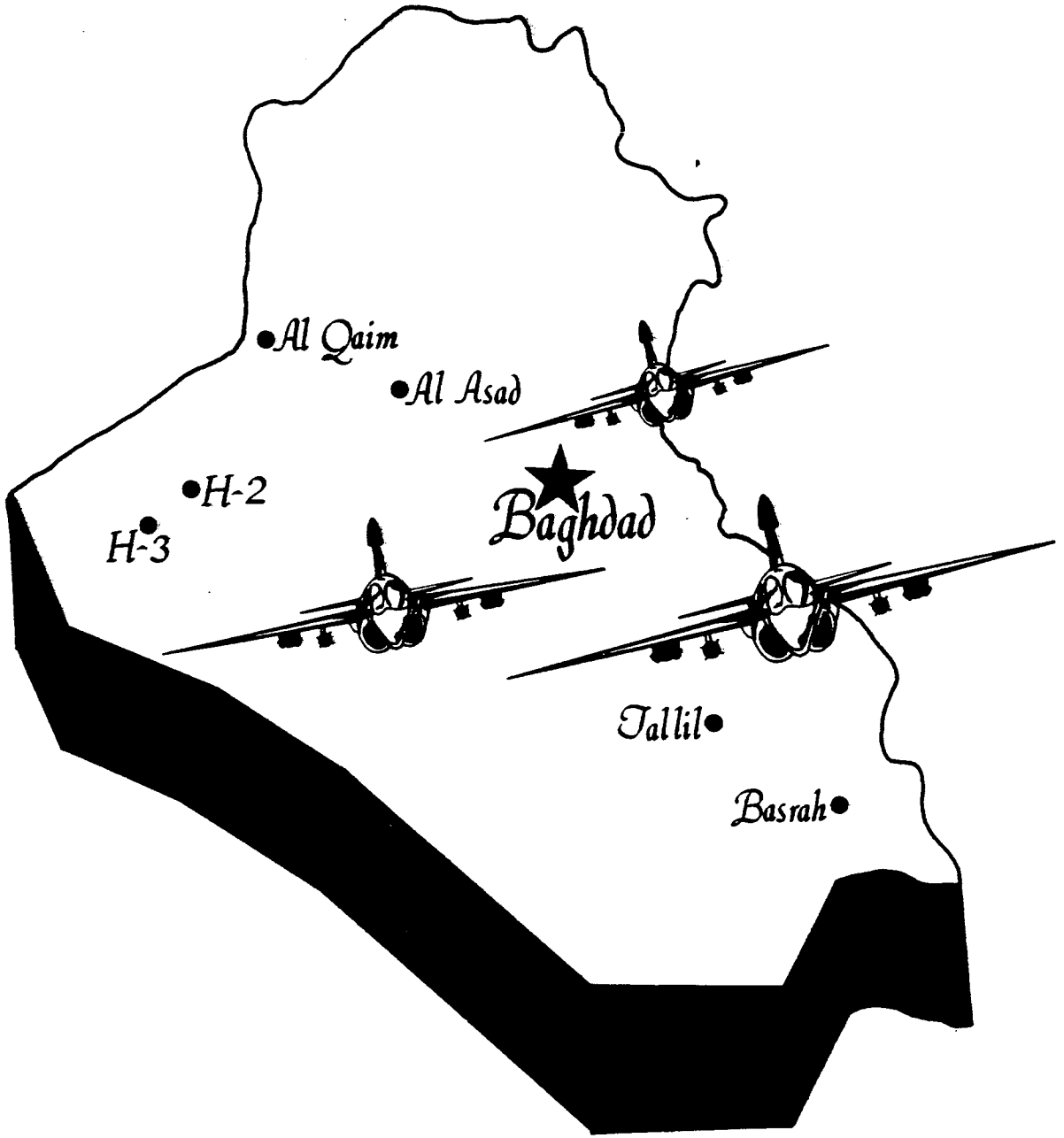
AIRBORNE TRE

- FIRST TO DEPLOY WITH PROTOTYPE
- DEVELOPED/VALIDATED TACTICS FOR USE
- IDENTIFIED STRENGTHS/SHORTCOMINGS
- EMPLOYED IN COMBAT

TEAMS 3.0

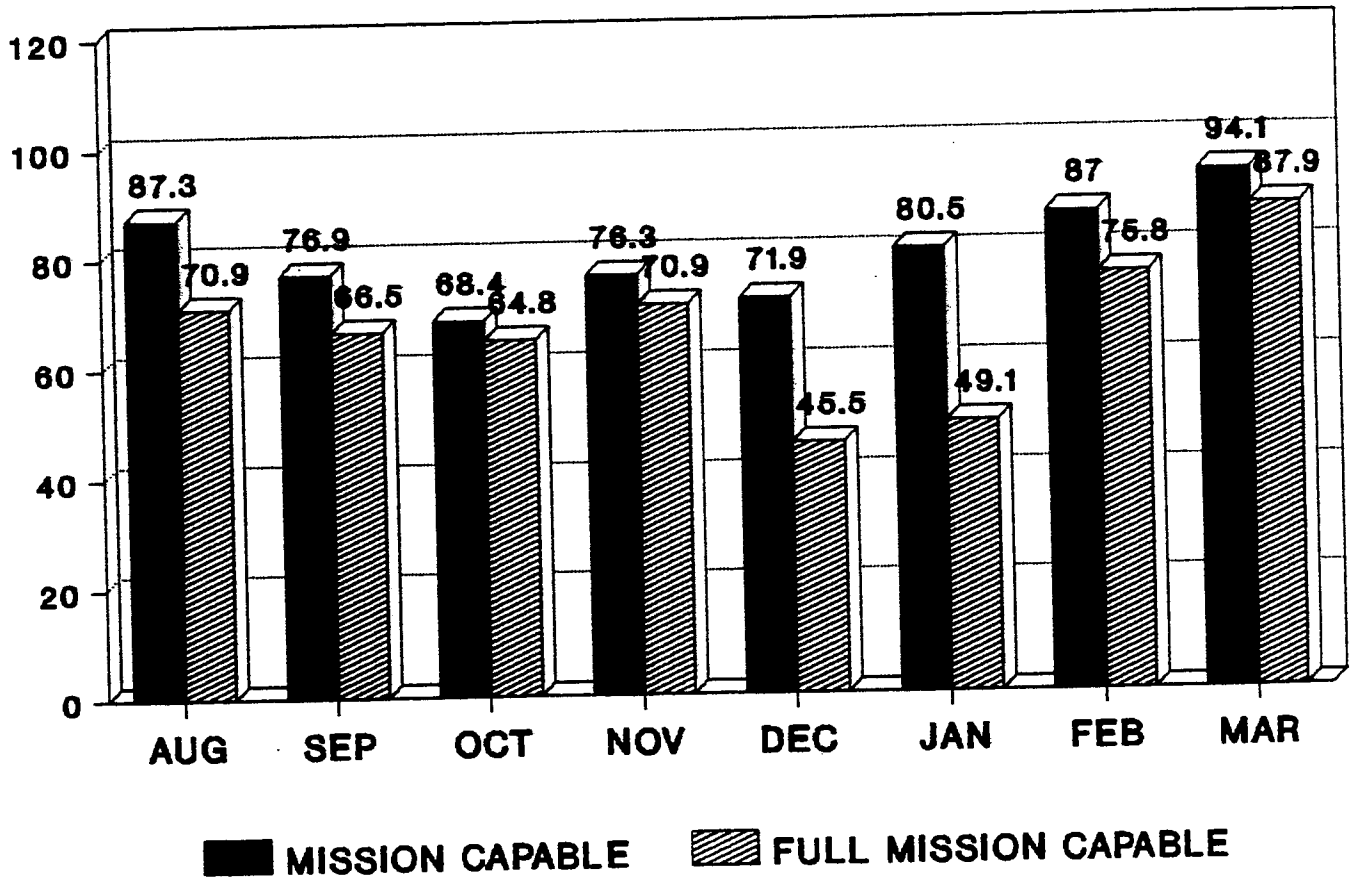
- FIRST TO DEPLOY WITH WORKSTATION
- WORKED THROUGH "TEETHING STAGE"
- WORKSTATION HIGHLIGHTS

MAINTENANCE



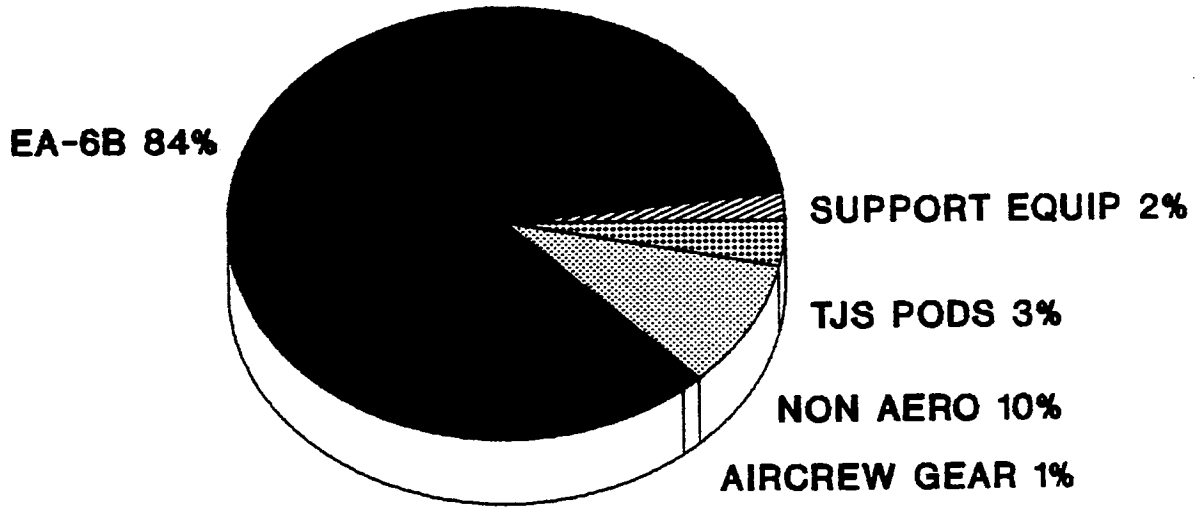
DEPARTMENT

MISSION CAPABILITY

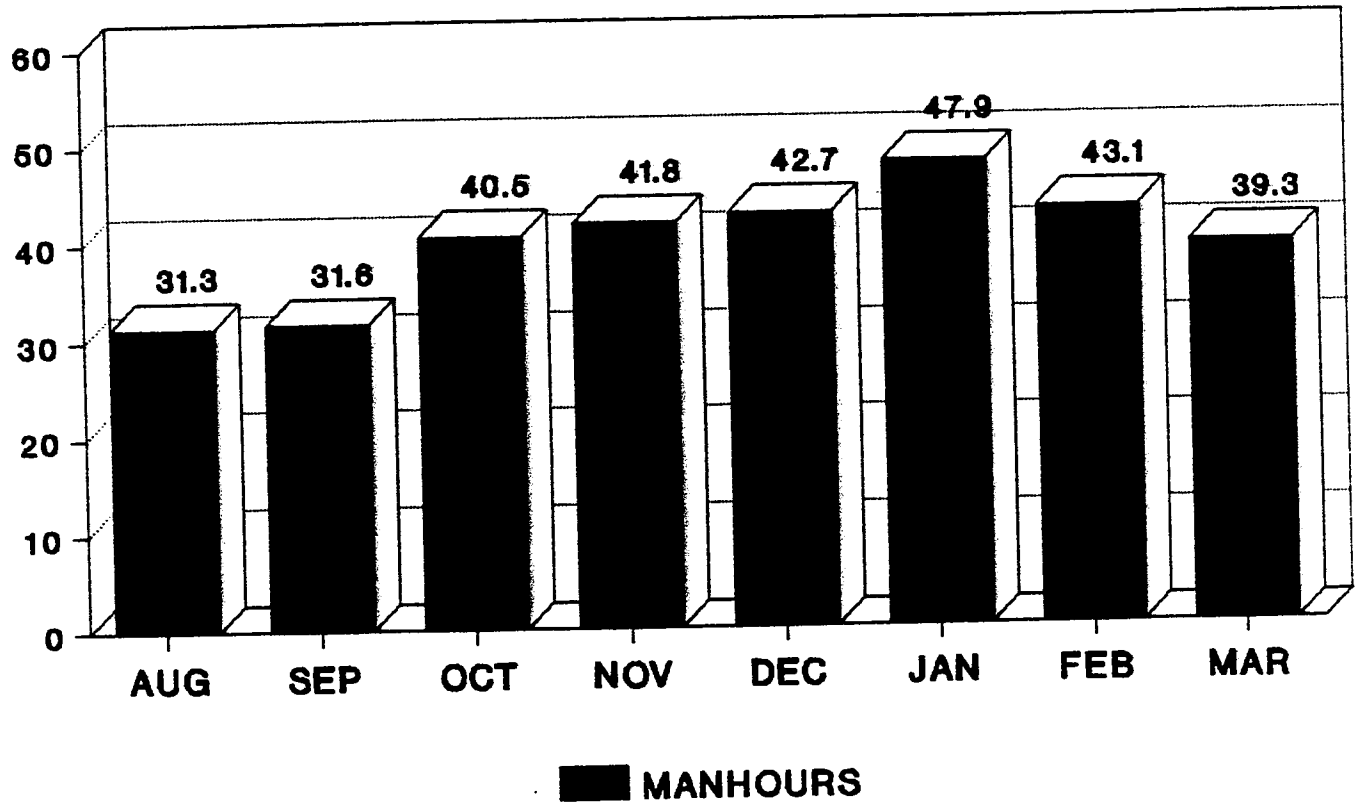


AVG MC - 80.3 / AVG FMC - 66.4

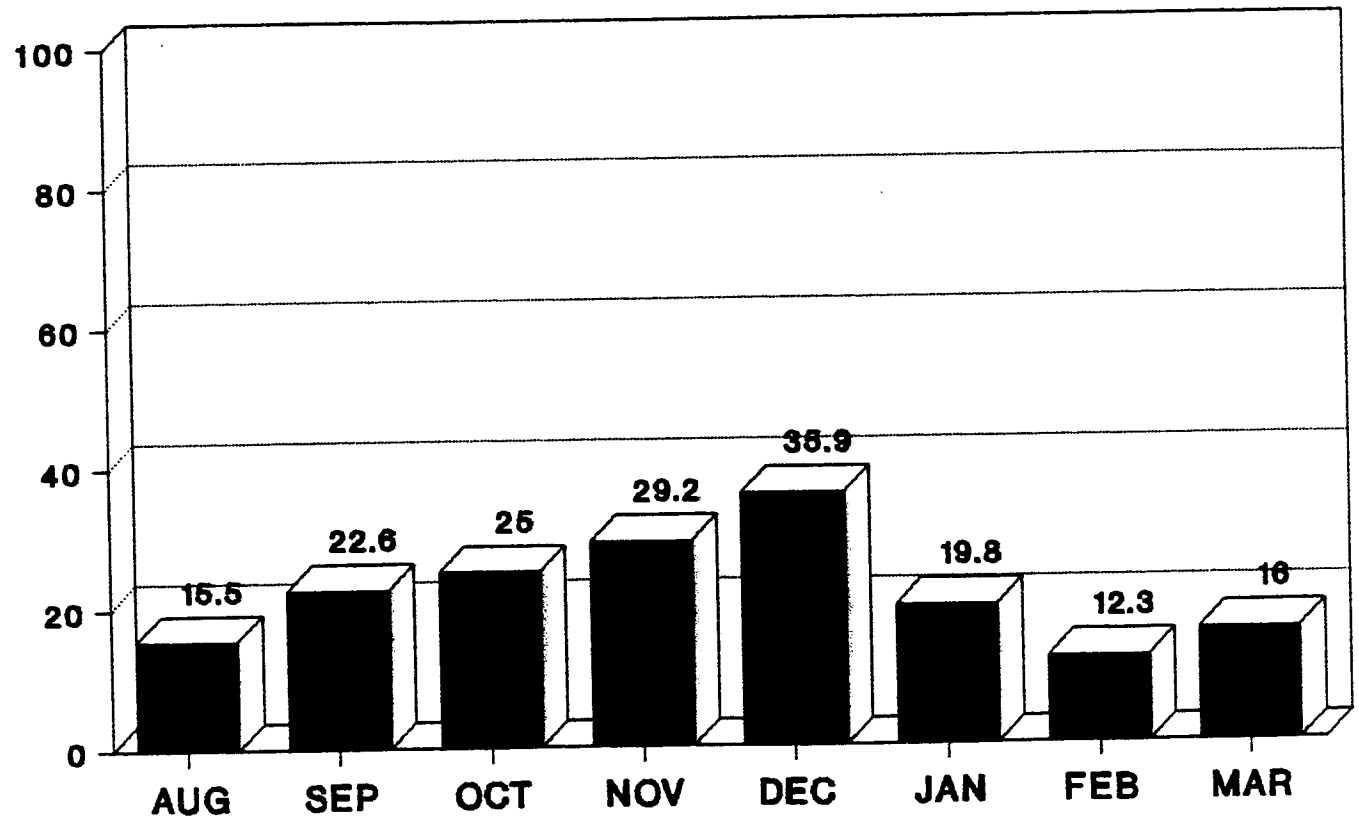
MANHOUR DISTRIBUTION
124,310 TOTAL MANHOURS



MANHOURS PER FLIGHT HOUR
AVERAGE - 39.8

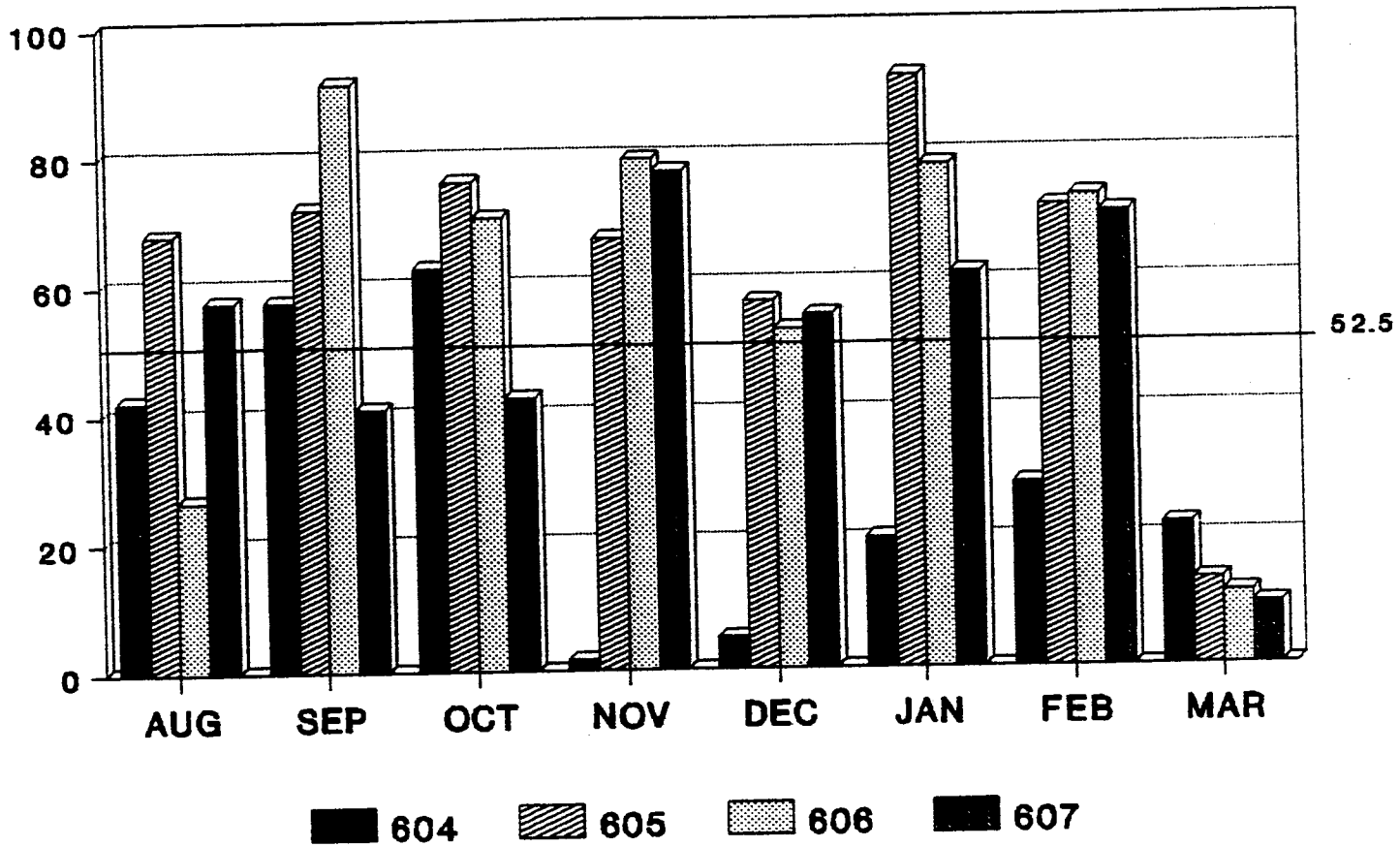


CANNIBALIZATION RATE
PER HUNDRED FLIGHT HOURS



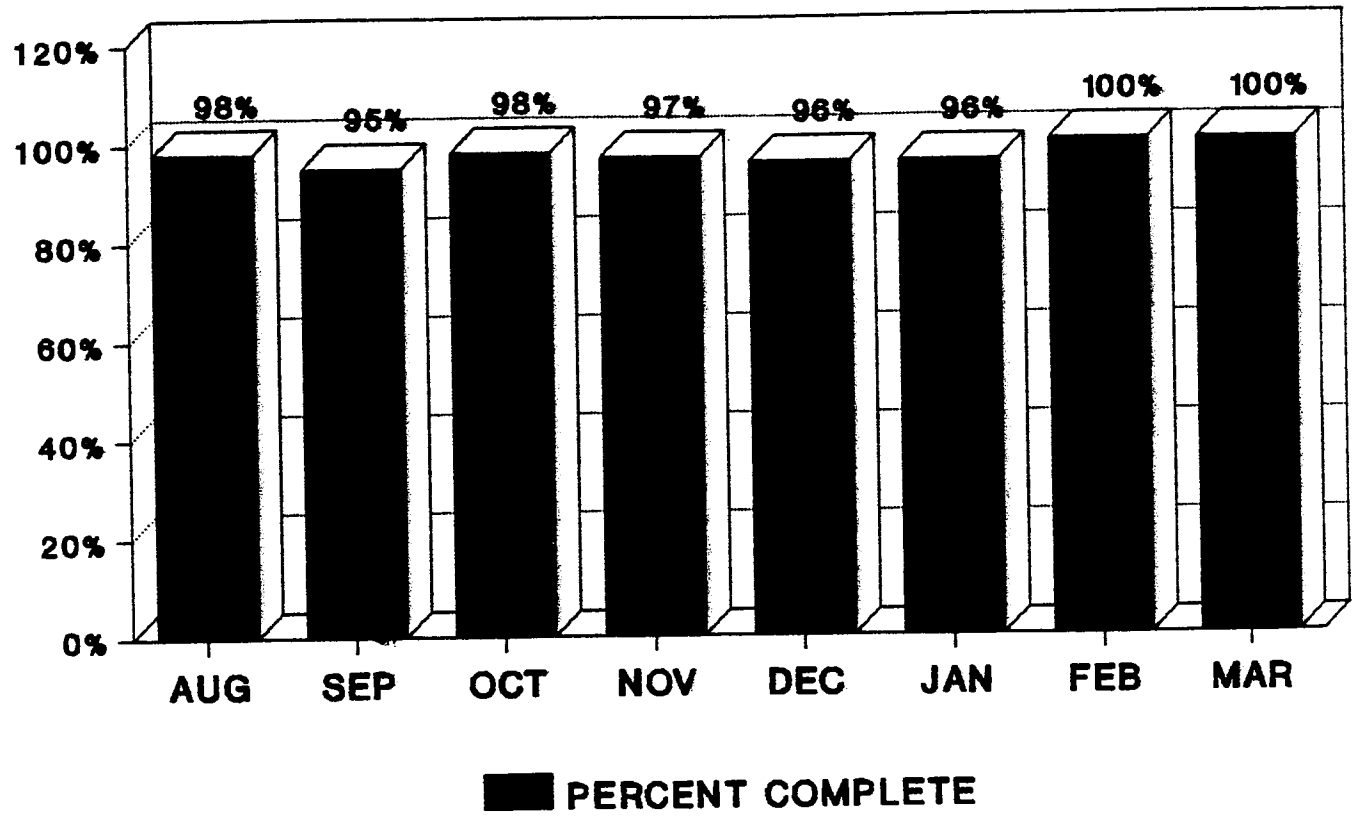
AVERAGE - 22.0

AIRCRAFT UTILIZATION



604/245.6 605/523.1 606/489.3 607/420.5

SORTIE COMPLETION RATE



OVERALL - 97%
SCHEDULED - 783 FLOWN - 758

HIGH FIVE ITEMS PROCESSED

UHF TRANSCEIVER	90
APX 72 R/T (IFF)	61
ADI	53
KY 58 PROC	42
APS 130 RADAR	30

HIGH FIVE MANHOUR CONSUMERS

J52 ENGINE	1097
ALQ 99 FREQ CONV	361
ALQ 99 TRANS ANT	351
ALQ 99 RCVR	218
HORIZONTAL STAB	150

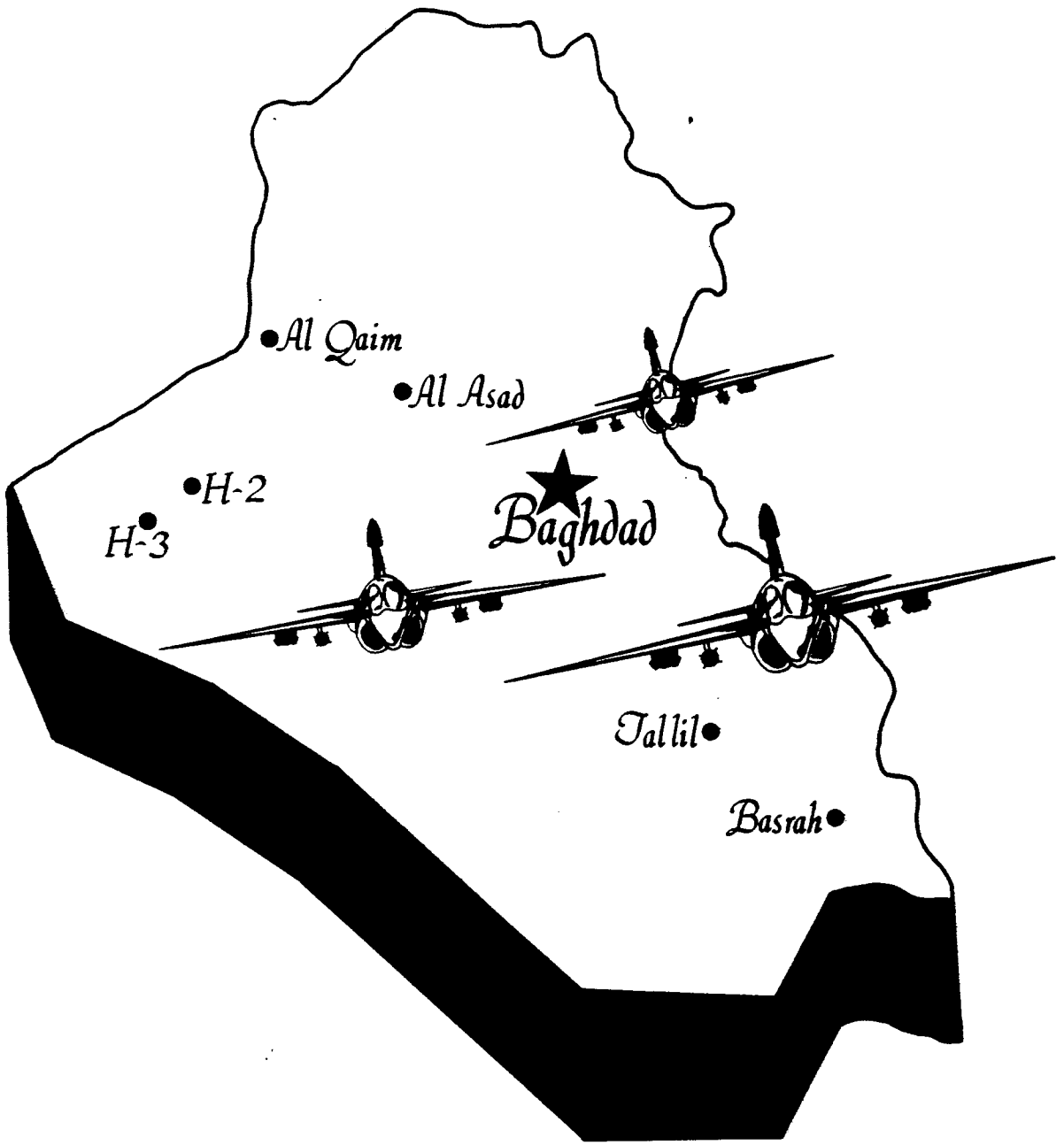
MAINTENANCE HIGHLIGHTS

- MID-DEPLOYMENT MCI
- FORMATION LIGHT PROPOSAL
- IFF INTERFERENCE PROPOSAL
- TURKEY AND TWO EUROPEAN DETS
  100% SORTIE COMPLETION RATE
- CMVWP SUPPORT

MAINTENANCE WEAKNESSES

- IFF / 116 TOTAL DISCREPENCIES
- INS / 83 TOTAL DISCREPENCIES
- NINE ENGINE CHANGES
- ECS PROBLEMS
- ACFT 604 BULKHEAD OVERCOOK / NERRA REPAIR
- ALQ - 126B

SAFETY



DEPARTMENT

COMMANDER RICHARD LEROY MARTIN, JR.
VAQ-132
EXECUTIVE OFFICER
NOVEMBER 1991

CDR "Rick" Martin is a native of [redacted] where he graduated from [redacted] High School in 1970. He graduated from the University of Idaho, Moscow, Idaho in 1974 and was commissioned an Ensign on 20 December 1974 from the Naval Reserve Officer Training Corps.

CDR Martin commenced flight training in VT-1 in Pensacola and completed advanced flight training at NAS Beeville, Texas where he was designated a Naval Aviator in April 1976. He then reported to VS-41 NAS North Island for training in the S-3A Viking aircraft. He reported to the VS-22 "Checkmates" in November 1976 where he served in a variety of billets in the maintenance and operations departments and as the squadron landing signal officer (LSO). With VS-22 and CVW-3 embarked in USS SARATOGA (CV 60) he made two Mediterranean deployments.

In November 1979 CDR Martin reported to VT-9 as a flight instructor in the T-2C Buckeye. He served as the carrier qualification standardization officer and LSO. Following shore duty, he transitioned to the EA-6B Prowler and was assigned to VAQ-134 in October 1982.

CDR Martin served as the VAQ-134 "Garudas" personnel officer, assistant maintenance officer, administrative officer and LSO. With VAQ-134 embarked with CVW-15 in USS CARL VINSON (CVN 70) he made two deployments to the Mediterranean Sea, Western Pacific and Indian Oceans.

CDR Martin's next assignment in July 1985 was to the VAQ-129 "Vikings" for instructor duty where he was the familiarization navigation phase head, LSO, and completed his tour as the operations officer. Retiring his "paddles" he reported to the VAQ-133 "Wizards" as the administrative officer in 1987.

He deployed as the "Wizards" operations officer with the CVW-13 "Guardians" embarked in USS CORAL SEA (CV 43) for a Mediterranean Sea cruise in September 1987. In March 1988 he became the maintenance officer and prepared the squadron aircraft for a two day notice first ever Prowler squadron westward Atlantic Ocean crossing flight. He then served as VAQ-129's executive officer from May 1989 through May 1990 prior to reporting aboard VAQ-132. As the executive officer of the "Scorpions" he completed an eight month combat deployment in support of Operations Desert Shield and Desert Storm with CVW-17 aboard the SARATOGA and became a "Top-ten Tailhooker" in his fourth air wing.

CDR Martin has been awarded two Navy Commendation Medals, one with Combat 'V', the Navy Achievement Medal, a Navy Unit Commendation, four Meritorious Unit Commendations, and numerous other personal and unit awards. He has over 5013 flight hours, 2785 in the EA-6B and 880 carrier landings. CDR Martin resides in [redacted] and has two children, [redacted] and [redacted].

Tactical Electronic Warfare Squadron
ONE THREE TWO

Change of Command

Commander
Thomas Patrick Lane
Commanding

Commander
Richard LeRoy Martin, Jr.
Relieving

1000, 01 November 1991
Naval Air Station
Whidbey Island, Washington

Enclosure (1)

"COMMAND"

The responsibility of the Commanding Officer for his command is absolute, except when and to the extent relieved therefrom by competent authority or as provided otherwise in Navy regulations. The authority of the Commanding Officer is commensurate with this responsibility.

"THE CEREMONY"

The change of command ceremony is a time-honored tradition which formally restates to the officers and men of the command the continuity of the authority of the command. It is a formal ritual conducted before the assembled company of the command. The change of command is a transfer of total authority, responsibility, and accountability from one individual to another.

CHANGE OF COMMAND

01 NOVEMBER 1991

*** ARRIVAL OF HONORED GUESTS**

*** PARADE THE COLORS**
VAQ-129
COLOR GUARD

*** NATIONAL ANTHEM**
NAVY BAND SEATTLE

*** INVOCATION**
CHAPLAIN (b) (6)

REMARKS BY GUEST SPEAKER
CAPTAIN DAVID V. PARK, USN

REMARKS AND READING OF ORDERS
COMMANDER THOMAS P. LANE, USN

COMMANDER MARTIN RELIEVES
COMMANDER LANE AS COMMANDING OFFICER
TACTICAL ELECTRONIC WARFARE SQUADRON
ONE THREE TWO

REMARKS BY
COMMANDER RICHARD L. MARTIN, JR., USN

*** BENEDICTION**
CHAPLAIN (b) (6)

*** RETIRE THE COLORS**

* Guests please rise for these events

CAPTAIN DAVID V. PARK
United States Navy

Captain Park is a native of [redacted] and a 1969 graduate of Louisiana State University. Commissioned in that year through the Aviation Reserve Officer Candidate Program, he was designated a naval aviator in June of 1971 and reported to NAS Saufley Field. Following a brief instructor tour in VT-4, he took the first T-2C aircraft to VT-23 during the single base training concept transition at NAS Kingsville, Texas.

Following A-7E training with VA-122 at NAS Lemoore, California, Captain Park joined the "Warhawks" of VA-97 in June 1974 for two Western Pacific/Indian Ocean cruises on board USS ENTERPRISE (CVN 65). January of 1977 saw him report to VX-5 where he served as a project pilot SLJO, the Tactical Electronic Warfare Officer - IR suppression, and as the A-7E Aircraft Tactical Manual Manager. Refresher training at VA-122 followed and Captain Park joined the "Chargers" of VA-27 enroute to the Indian Ocean. During this tour he served separately as the Administrative, Maintenance, Operations, and Safety Department Head, again completing two Western Pacific/Indian Ocean cruises, this time on board USS CORAL SEA (CV 43). In September of 1982 he reported as Executive Officer of the Light Attack Weapons School, Pacific and in January of 1983 became its Commanding Officer. A second refresher tour at VA-122 preceded his reporting to the "Ravens" of VA-93 as Executive Officer on board USS MIDWAY (CV 41). After an extended tour as XO, he served as the Decommissioning Officer for VA-93 and VA-56. He then reported to VFA-125 for FA-18 transition and then to the "Stingers" of VFA-113 as Commanding Officer in January 1987. This tour included a Western Pacific/Indian Ocean cruise on board USS CONSTELLATION (CV 64) and was followed by a short stint on the staff of the Commander, Light Attack Wing, U.S. Pacific Fleet. He attended the Naval War College in Newport, Rhode Island prior to commencing training for and later reporting to Carrier Air Wing SEVENTEEN in March of 1990. During his tour as Deputy CVW-17, Captain Park participated in Operation Desert Storm flying the A-6E and FA-18C from the USS SARATOGA (CV 60). Captain Park assumed command of Naval Strike Warfare Center in May 1991.

Captain Park has been awarded the Meritorious Service Medal and various service and unit awards. He is married to the former [redacted] of [redacted]. They and their children, [redacted] reside in [redacted]

COMMANDER THOMAS PATRICK LANE
United States Navy

Commander Lane is a native of (b) (6) where he graduated from (b) (6) High School in 1969. He received a Bachelor of Science Degree from Colorado State University in 1973. Commander Lane was commissioned through the Aviation Officer Candidate Program and designated a Naval Flight Officer in June 1974.

Following basic Jet Navigation Training at Glynco, Georgia, Commander Lane reported to FAIRECONRON TWO (VQ-2) at Rota, Spain in October 1974 flying surveillance and reconnaissance missions from the aircraft carriers USS ROOSEVELT (CVA 42), USS SARATOGA (CV 60), USS INDEPENDENCE (CV 62), USS AMERICA (CV 66), USS JOHN F. KENNEDY (CV 67), and USS NIMITZ (CVN 68).

After completing transition to the EA-6B Prowler, Commander Lane reported to TACELRON ONE THREE SEVEN (VAQ-137) making two deployments to the Western Pacific and Indian Oceans in USS RANGER (CV 61). In May 1981, he transferred to TACELRON ONE TWO NINE (VAQ-129) as a flight instructor and Electronic Warfare Officer. While at VAQ-129, Commander Lane was assigned to the ICAP II, ADVCAP and 15E22C Fleet Project Teams. Commander Lane was awarded the ADMIRAL PERRY AWARD and ASSOCIATION OF OLD CROW'S TRAINING AND READINESS MEDAL in 1984. Reporting to the "Wizards" of TACELRON ONE THREE THREE (VAQ-133) in January 1985, he made an extended world deployment aboard USS ENTERPRISE (CVN 65) and participated in operations aboard USS CORAL SEA (CV 43) while serving as Operations Officer and Maintenance Officer.

Commander Lane's next assignment was to Commander Naval Air Force, U.S. Atlantic Fleet in November 1987 as the EA-6B Readiness and Electronic Warfare Training Officer. Commander Lane reported to VAQ-132 as Executive Officer in November 1988 and assumed command of the "Scorpions" in May 1990.

As Commanding Officer of the "Scorpions", Commander Lane completed an eight month combat deployment in support of Operations Desert Shield and Desert Storm on board USS SARATOGA (CV 60).

Commander Lane's decorations include three Navy Commendation Medals with Combat "V", Navy Achievement Medal, Navy Unit Commendation, two Meritorious Unit Commendations, two Navy Expeditionary Medals, two National Defense Medals, Southwest Asia Service Medal, Humanitarian Service Medal, five Sea Service Ribbons, Expert Pistol Marksmanship Medal and the Expert Rifle Marksmanship Medal.

Commander Lane is married to the former (b) (6) They reside in (b) (6) with their son, (b) (6)

COMMANDER RICHARD LEROY MARTIN, JR.
United States Navy

Commander "Rick" Martin is a native of [redacted] where he graduated from [redacted] High School in 1970. He graduated from the University of Idaho, Moscow, Idaho in 1974 and was commissioned an Ensign on 20 December 1974 from the Naval Reserve Officer Training Corps.

Commander Martin commenced flight training in VT-1 in Pensacola and completed advanced flight training at NAS Beeville, Texas where he was designated a Naval Aviator in April 1976. He then reported to VS-41 NAS North Island for training in the S-3A Viking aircraft. He reported to the VS-22 "Checkmates" in November 1976 where he served in a variety of billets in the maintenance and operations departments and as the squadron landing signal officer (LSO). With VS-22 and CVW-3 embarked in USS SARATOGA (CV 60) he made two Mediterranean deployments.

In November 1979 Commander Martin reported to VT-9 as a flight instructor in the T-2C Buckeye. He served as the Carrier Qualification Standardization Officer and LSO. Following shore duty, he transitioned to the EA-6B Prowler and was assigned to VAQ-134 in October 1982.

Commander Martin served as the VAQ-134 "Garudas" Personnel Officer, Assistant Maintenance Officer, Administrative Officer and LSO. With VAQ-134 embarked with CVW-15 in USS CARL VINSON (CVN 70) he made two deployments to the Mediterranean Sea, Western Pacific and Indian Oceans.

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VAQ-132 SQUADRON HISTORY

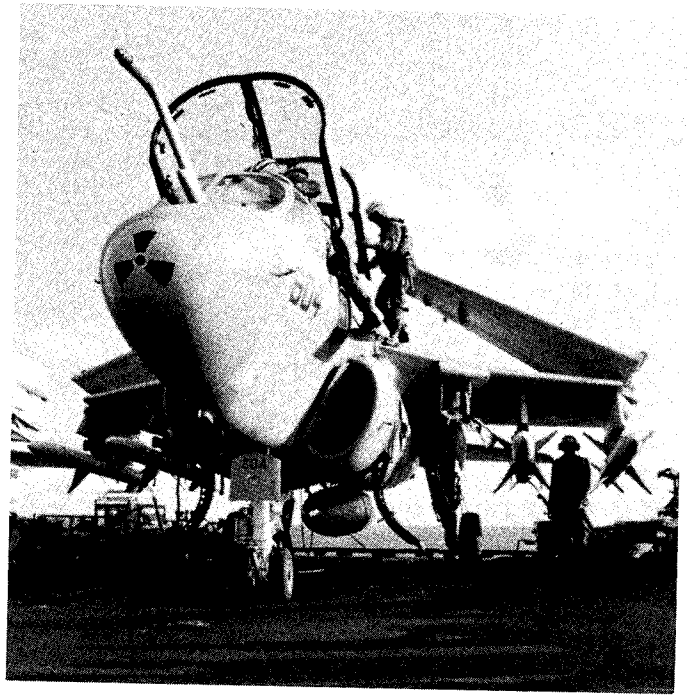
Tactical Electronic Warfare Squadron ONE THREE TWO was originally designated Patrol squadron TWENTY NINE (VP-29) flying the P-2V "Neptune" at Naval Air Station North Island, California. In April 1957, the squadron was redesignated as Heavy Attack Squadron TWO (VAH-2) and transitioned to the A-3D "Skywarrior". In April 1958 the squadron's home port was changed to Naval Air Station Whidbey Island, Washington. In November 1968 VAH-2 was redesignated as Tactical Electronic Warfare Squadron ONE THREE TWO (VAQ-132), transitioning to the EKA-3B at NAS Alameda. The squadron was tasked with the dual missions of electronic countermeasures and in-flight refueling.

In January 1971, a new chapter in the history of electronic warfare began as VAQ-132 became the first operational squadron to transition to the new EA-6B "Prowler" at NAS Whidbey Island. As the first Prowler squadron in Vietnam, VAQ-132 flew combat support flights from six different carriers on YANKEE STATION in the Gulf of Tonkin. Listed below is a chronological history of the many carriers and airwings with which VAQ-132 has since deployed.

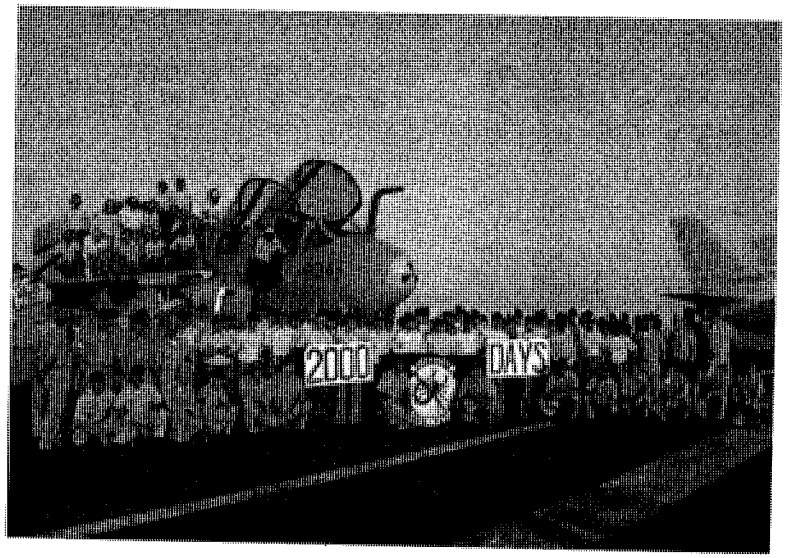
Apr	1972 - Mar	1973	Air Wing 7	USS AMERICA
Jul	1974 - Jan	1975	Air Wing 7	USS INDEPENDENCE
Oct	1975 - May	1976	Air Wing 7	USS INDEPENDENCE
Apr	1977 - Nov	1977	Air Wing 9	USS CONSTELLATION
Sep	1978 - May	1979	Air Wing 9	USS CONSTELLATION
Apr	1980 - Dec	1980	Air Wing 7	USS EISENHOWER
Jan	1982 - Jul	1982	Air Wing 7	USS EISENHOWER
Apr	1983 - Dec	1983	Air Wing 7	USS EISENHOWER
Oct	1984 - May	1985	Air Wing 7	USS EISENHOWER
May	1986 - Dec	1986	Air Wing 6	USS FORRESTAL
Apr	1988 - Oct	1988	Air Wing 6	USS FORRESTAL
Aug	1990 - Mar	1991	Air Wing 17	USS SARATOGA

August of 1990 began the most colorful chapter in Scorpion history. While the squadron, with the USS SARATOGA (CV 60) and CVW-17, prepared for their scheduled Mediterranean deployment, Iraq invaded Kuwait. Responding at a moments notice the SARATOGA proceeded at best speed to the Red Sea. The Scorpions immediately made their presence known during Operation Desert Shield providing electronic reconnaissance of Iraqi air defenses and supporting Maritime Interdiction Forces. On January 17, 1991 VAQ-132 was once again first to fight, leading the way into combat supporting the first wave of strike groups during Operation Desert Storm. The Scorpions flew 75 combat missions and launched 17 HARM missiles before the war ended, returning home victorious in March 1991.

The Scorpions have received the following awards: CNO Safety Award for 1980, 1983 and 1986, the Battle "E" for 1986 and 1988 and the Arthur W. Radford Award for 1986. In addition, VAQ-132 was named Prowler squadron of the year for 1985, won two consecutive Golden Anchor awards in 1988 and 1989, and received the FOD Excellence award in 1988 and 1989. VAQ-132 leads COMMATVAQWINGPAC in FOD-free days with over 2400 and has not experienced a major mishap in over 21 years. Since transitioning to the EA-6B, VAQ-132 has logged over 35,500 flight hours.



SCORPION PROWLER LOADED FOR COMBAT ACTION IN IRAQ DURING OPERATION DESERT STORM.



VAQ-132 CELEBRATES 2000 FOD FREE DAYS WHILE STATIONED IN THE RED SEA AS PART OF OPERATION DESERT SHIELD.

FORMER COMMANDING OFFICERS

APRIL 1957 DESIGNATED VAH-2 (A-3D)

APR 57	-	DEC 58	CDR H. L. SLAYER
DEC 58	-	DEC 59	CDR K. E. GULLEDGE
DEC 59	-	MAR 60	CDR C. S. PORTER
MAR 60	-	APR 61	CDR W. B. BARRON, JR.
APR 61	-	APR 62	CDR L. W. KIRKEMO
APR 62	-	MAR 63	CDR W. D. FRIES
MAR 63	-	MAR 64	CDR R. S. SMALL
MAR 64	-	MAR 65	CDR C. H. LINDBERG
MAR 65	-	MAR 66	CDR R. M. DELORENZI
MAR 66	-	JAN 67	CDR J. P. SUNDBERG
JAN 67	-	NOV 67	CDR D. K. FORBES
NOV 67	-	NOV 68	CDR J. D. BLACKWOOD

1 NOVEMBER 1968 VAH-2 REDESIGNATED VAQ-132 (EKA-3B)

NOV 68	-	JUN 69	CDR R. E. FRASER
JUN 69	-	JUL 70	CDR J. H. ECKART
JUL 70	-	JAN 71	CDR R. A. DALEKE

JANUARY 1971 - JULY 1971 TRANSITION TO EA-6B

JUL 71	-	JUL 72	CDR D. R. MATTHEWS
JUL 72	-	JUL 73	CDR E. F. ROLLINS, JR.
JUL 73	-	JUL 74	CDR L. P. STONE
JUL 74	-	JUL 75	CDR V. D. SHIRLEY
JUL 75	-	SEP 76	CDR D. J. TAFT
SEP 76	-	DEC 77	CDR J. H. STOKOE
DEC 77	-	FEB 79	CDR J. F. SMITH
FEB 79	-	JUN 80	CDR D. W. COOK
JUN 80	-	AUG 81	CDR D. R. BRADBURY
AUG 81	-	DEC 82	CDR D. L. MCCONAGHA
DEC 82	-	JUN 84	CDR R. S. WEBER
JUN 84	-	DEC 85	CDR T. S. ROBISON
DEC 85	-	JUN 87	CDR W. K. FINCHER
JUN 87	-	NOV 88	CDR P. ODELL, JR.
NOV 88	-	MAY 90	CDR W. D. JOSLIN, JR.
MAY 90	-	NOV 91	CDR T. P. LANE
NOV 91	-		CDR R. L. MARTIN, JR.

SCORPION OFFICERS

CDR T. P. LANE
CDR R. L. MARTIN, JR.
LCDR (b) (6)
LCDR (b) (6)
LCDR (b) (6)
LCDR (b) (6)
LCDR (b) (6)
LT (b) (6)
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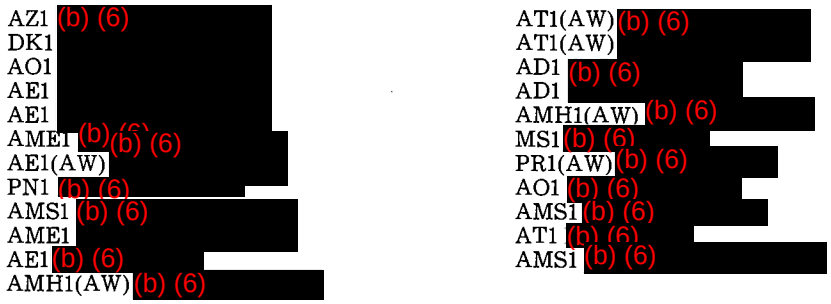
LT (b) (6)
LTJG (b) (6)
LTJG (b) (6)
ENS (b) (6)
CWO4 (b) (6)

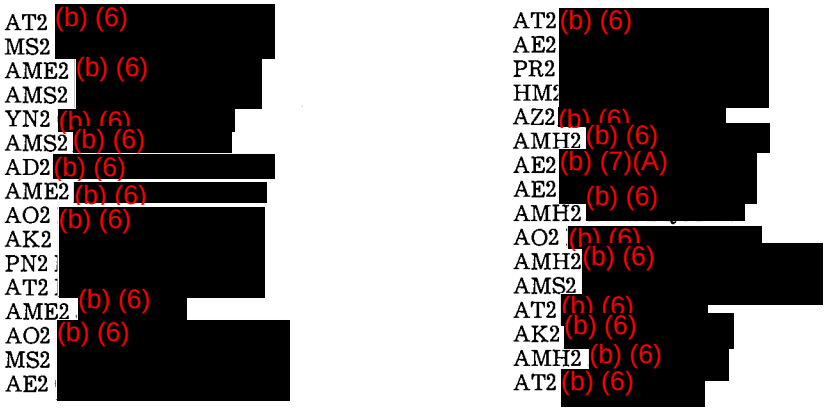
SCORPION CHIEF PETTY OFFICERS

AFCM (AW) (b) (6)
AVCM (b) (6)
AMCS(AW) (b) (6)
YNC (b) (6)
AMHC (b) (6)
AMSC(AW) (b) (6)
ADC (AW) (b) (6)
ATC(AW) (b) (6)
AZC(AW) (b) (6)
AMSC(AW) (b) (6)
ISC(AW) (b) (6)

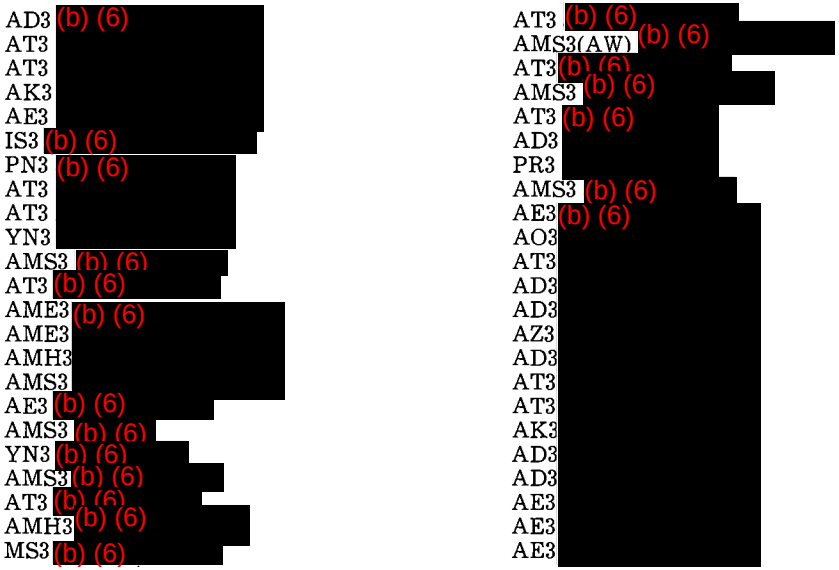
SCORPION FIRST CLASS PETTY OFFICERS



SCORPION SECOND CLASS PETTY OFFICERS



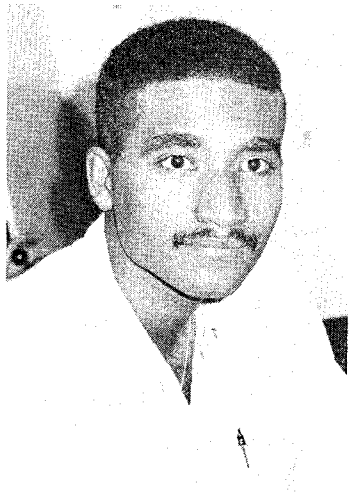
SCORPION THIRD CLASS PETTY OFFICERS



FUTURE SCORPION PETTY OFFICERS

Remembering the Forgotten Mechanic

Through the history of world aviation many names have come to the fore.
Great deeds of the past on our memory will last as they're joined by more and more --
When man first started to labor in his quest to conquer the sky,
He was designer, mechanic and pilot and he built a machine that would fly --
The pilot was everyone's hero, he was brave, he was bold, he was grand.
As he stood by his battered biplane with his goggles and helmet in hand --
But for each of these flying heroes there were thousands little renowned
And these were the men who worked on the planes but kept their feet on the ground --
We all know the name of Lindbergh and we've read of his flight to fame
But think, if you can, of his maintenance man; can you remember his name?
And think of our wartime heroes and all the acclaim that they got
Can you tell me the names of their crew chiefs? A thousand to one you cannot --
So when you see mighty jet aircraft as they mark their way through the air,
Remember the grease-stained man with the wrench in his hand; he's the man who put them there.



In Memory

of

AKAN GILBERT A. FONTAINE

"So long, Gilbert Fontaine. We shall miss you. Vaya Con Dios"

SCORPION AWARDEES DURING COMMANDER LANE's COMMAND

SAILOR OR THE YEAR

1990: AE1(AW) (b) (6)

SUPERVISOR OF THE QUARTER

1991 APR-JUN: PN1 (b) (6)
1991 JAN-MAR: AZ1 (AW) (b) (6)
1990 OCT-DEC: AMS1(AW) (b) (6)
1990 JUL-SEP: PR1(AW) (b) (6)
1990 APR-JUN: AE1(AW) (b) (6)

SAILOR OF THE MONTH

1991 AUG: AN (b) (6)
1991 JUL: AME3 (b) (6)
1991 JUN: AN (b) (6)
1991 MAY: AMS2 (b) (6)
1991 APR: AMS2
1991 MAR: ADAN (b) (6)
1991 FEB: AN (b) (6)
1991 JAN: PR3 (b) (6)
1990 DEC: AMH2 (b) (6)
1990 NOV: AME3 (b) (6)
1990 OCT: AEAN (b) (6)
1990 SEP: YN2 (b) (6)
1990 AUG: AD3
1990 JUL: AMSAA (b) (6)
1990 JUN: AEAN (b) (6)
1990 MAY: AME3

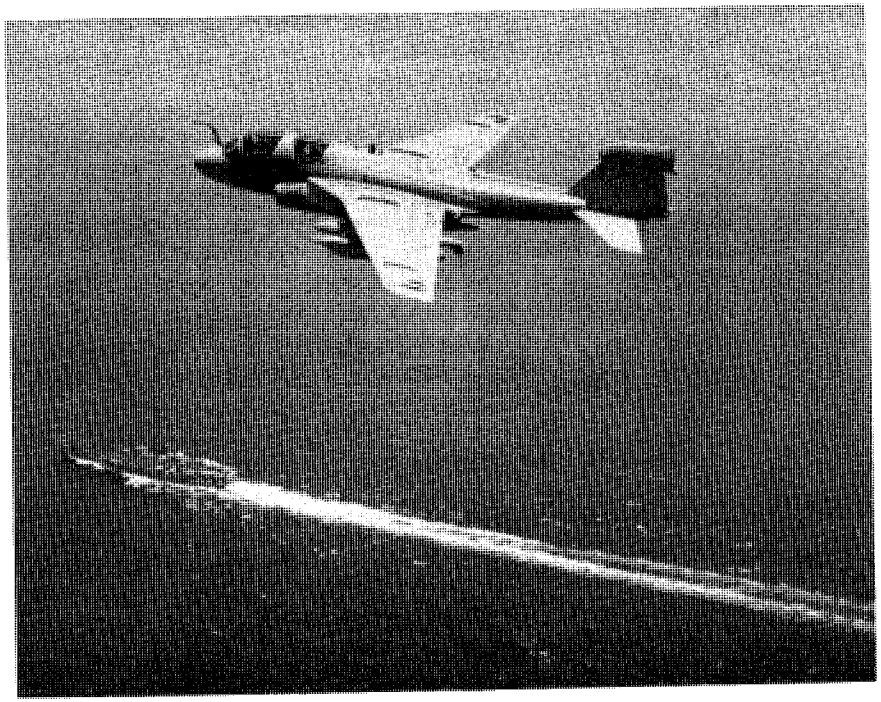
PLANE CAPTAIN OF THE QUARTER

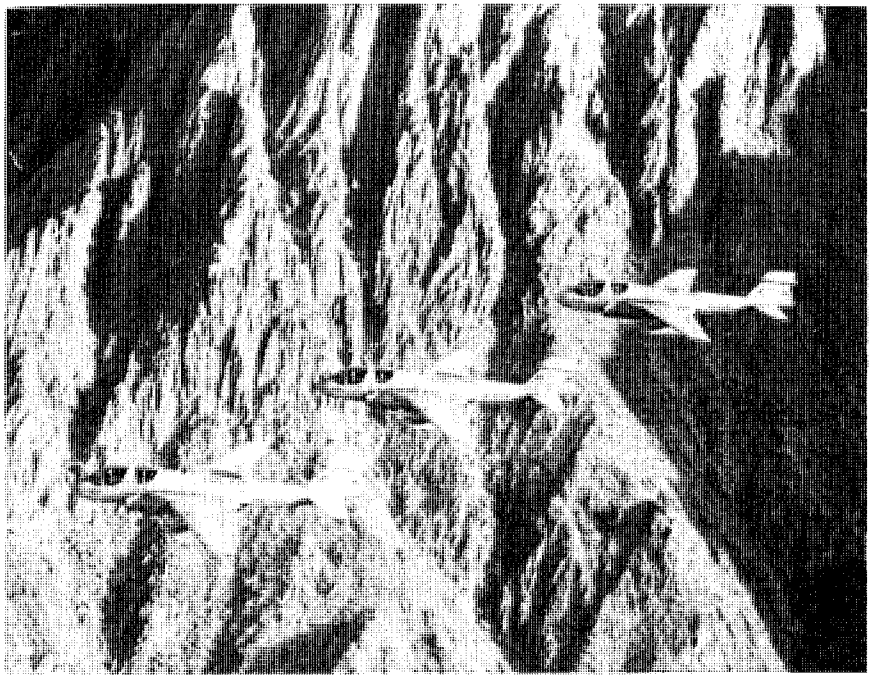
1991 APR-JUN: AN (b) (6)
1991 JAN-MAR: AMS3 (b) (6)
1990 OCT-DEC: AN (b) (6)
1990 JUL-SEP: AN
1990 APR-JUN: AMSAN (b) (6)

"Most of us, most of the time, live in blissful ignorance of what a small, elite, heroic group of Americans are doing for us night and day. As we speak, all over the globe, American sailors and submariners and aviators are doing something very dangerous. People say, 'Well, it can't be too dangerous because there are no wrecks.' But the reason we don't have more accidents is that these are superb professionals; the fact that they master the dangers does not mean that the dangers aren't real."

"Right now, somewhere around the world, young men are landing high-performance jet aircraft on the pitching decks of aircraft carriers--at night! You can't pay people to do that; they do it out of love of country, of adventure, of the challenge. We all benefit from it, and the very fact that we don't have to think about it tells you how superbly they're doing their job--living on the edge of danger so the rest of us need not think about it, let alone experience, danger."

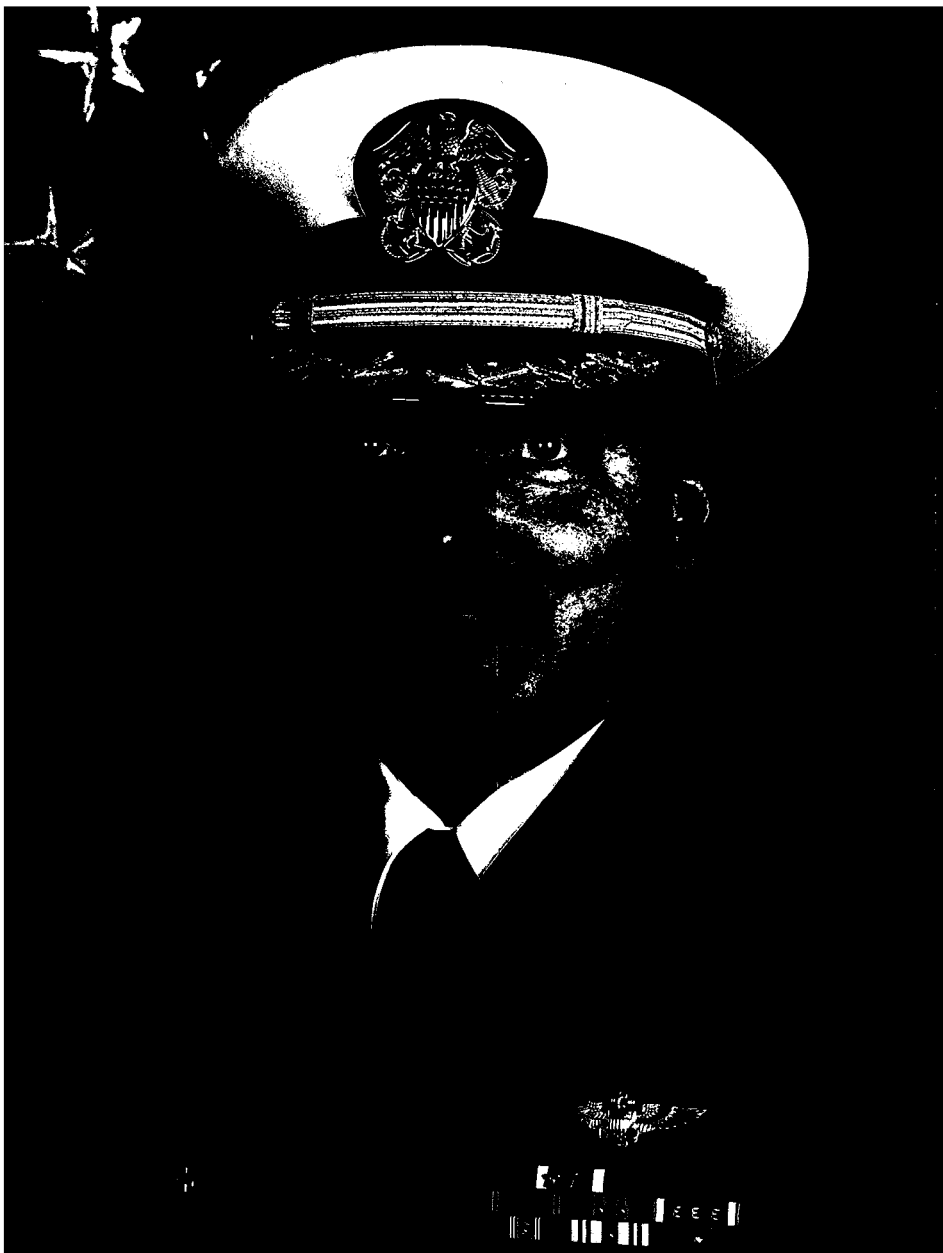
- George Will, commenting during the ABC news special coverage, on Jan. 28, 1986, of the space shuttle Challenger disaster.





WAR IS AN UGLY THING, BUT IT IS NOT THE UGLIEST OF THINGS. THE DECAYED AND DEGRADED STATE OF MORAL AND PATRIOTIC FEELING WHICH THINKS THAT NOTHING IS WORTH WAR IS MUCH WORSE. A MAN WHO HAS NOTHING FOR WHICH HE IS WILLING TO FIGHT, NOTHING THAT HE CARES ABOUT MORE THAN HIS PERSONAL SAFETY IS A MISERABLE CREATURE WHO HAS NO CHANCE OF BEING FREE UNLESS MADE AND KEPT SO BY THE EXERTIONS OF MEN GREATER THAN HIMSELF!


POW★MIA
YOU ARE NOT FORGOTTEN



Tactical Electronic Warfare Squadron
ONE THREE TWO

Change of Command

Commander
William Daniel Joslin, Jr.
Commanding

Commander
Thomas Patrick Lane
Relieving

0900, 18 May 1990
Naval Air Station
Whidbey Island, Washington

Encl (4)

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CHANGE OF COMMAND

18 MAY 1990

ARRIVAL OF HONORED GUESTS

***PARADE THE COLORS**
MARINE AIR GROUP 42 DETACHMENT CHARLIE
COLOR GUARD

***NATIONAL ANTHEM**
NAVY BAND SEATTLE

***INVOCATION**
CHAPLAIN (b) (6)

REMARKS BY GUEST SPEAKER
REAR ADMIRAL GRADY L. JACKSON, USN

REMARKS AND READING OF ORDERS
COMMANDER W. DANIEL JOSLIN, JR., USN

COMMANDER LANE RELIEVES
COMMANDER JOSLIN AS COMMANDING OFFICER
TACTICAL ELECTRONIC WARFARE SQUADRON
ONE THREE TWO

REMARKS BY
COMMANDER THOMAS P. LANE, USN

***BENEDICTION**
CHAPLAIN (b) (6)

***RETIRE THE COLORS**

*Guests please rise for these events

REAR ADMIRAL GRADY L. JACKSON
UNITED STATES NAVY

Rear Admiral Grady L. Jackson, is a native of (b) (6). In June 1961 he graduated from Newberry College, Newberry, South Carolina, with a BS degree in Business Administration. He received his commission as an Ensign in November 1961 after completion of pre-flight training. Rear Admiral Jackson received his wings in June 1962 upon completion of Basic Naval Aviation Observer School in Pensacola, Florida and Airborne Early Warning School, NAS Glynco, Georgia.

Rear Admiral Jackson's initial assignment was with the VAW-13 "ZAPPERS" based at NAS Alameda, California, flying the AD-5Q "Skyraider" Electronic Countermeasures jamming aircraft. He completed two cruises to the Western Pacific from 1962 to 1964 with the "ZAPPERS DET ONE" based at NAS Cubi Point, Republic of the Philippines. In March 1965 Rear Admiral Jackson returned to NAS Glynco as an instructor in the AEW Course and later he established and served as Course Officer of the Airborne Electronic Warfare Course. Reporting to Commander, Carrier Division ONE, NAS North Island, California, as the Staff Aviation Electronic Warfare Officer in December 1967, Rear Admiral Jackson completed two more cruises to the Western Pacific between 1968-1969.

Commencing in April 1970, he received training in the A-6A "Intruder" aircraft in Attack Squadron (ATKRON) 42 at NAS Oceana, Virginia. Rear Admiral Jackson reported to the "SUNDAY PUNCHERS" of ATKRON 75, where he served as Administrative Officer and Operations Officer. While in ATKRON 75, he deployed to the Mediterranean in 1971, then to Vietnam in 1972 where he flew 179 combat missions as a Bombardier/Navigator.

In March 1973, Rear Admiral Jackson reported to Commander, Naval Air Force, U.S. Atlantic Fleet, as Staff Electronic Warfare Officer. He reported to Tactical Electronic Warfare Squadron (TACELRON) 129 in September 1975 for training in the EA-6B "Prowler" aircraft. Upon completion of training he reported to the "GARUDAS" of TACELRON 134 as Executive Officer. Taking over as Commanding Officer of TACELRON 134 in September 1977, he made another Western Pacific/Indian Ocean deployment with Carrier Air Wing FOURTEEN on board USS ENTERPRISE. During this time he completed a career total of over 600 carrier arrested landings. In January 1979, Rear Admiral Jackson reported to Commander, Fleet Electronic Warfare Support Group Staff at Norfolk Naval Air Station where he served as Air Operations and Plans Officer.

Rear Admiral Jackson assumed command of TACELRON 129 "VIKINGS", the EA-6B Fleet Readiness Squadron, in January 1981 and served as the Commanding Officer until April 1982. He was then assigned as the EA-6B Tactical Air Electronic Warfare Equipment Program Coordinator until July 1984. Rear Admiral Jackson then served as the Commanding Officer, U.S. Naval Support Facility, Diego Garcia from September 1984 to September 1985. In December 1985 he was assigned as Director, Electronic Warfare Division, Office of the Chief of Naval Operations. In December 1987 he assumed the additional duties as Director, C31 and Space Warfare and his most recent assignment was Director, Electronic Warfare, C3I and Space Warfare Division for OP-07. He has also served on the Air Working Group for the 13th and 14th Annual Meetings of the U.S./USSR Incidents at Sea Agreement. Additionally, he presently serves as a member of the Officers' Christian Fellowship Council. Rear Admiral Jackson assumed his present duties as Commander, Medium Attack Tactical Electronic Warfare Wing, U.S. Pacific Fleet 1 August 1988.

Rear Admiral Jackson's decorations and awards include three Silver Stars, two Legion of Merits, eight Distinguished Flying Crosses, and other awards.

Rear Admiral Jackson is married to the former (b) (6) of (b) (6) (b) (6). The Jacksons' have two children, (b) , who graduated from the University of Washington and lives in (b) (6) and their daughter, (b) who is a graduate of Clemson University and resides in (b) (6)

COMMANDER W. DANIEL JOSLIN, JR.
UNITED STATES NAVY

Commander W. Daniel Joslin Jr., was born on (b) (6) in (b) (6) He graduated from the University of Florida with a Bachelor of Science in Aerospace Engineering in 1970. He has since obtained a Master's degree in Business Administration at the University of West Florida. He entered the Navy in September 1971 at Pensacola, Florida as an Aviation Officer Candidate. In January 1972, he was commissioned an Ensign and received his wings at NAS Chase Field, Texas in May 1973.

After receiving his wings, Commander Joslin returned to Pensacola as a SERCRAD Flight Instructor with VT-1 and then VT-4 flying the T-34B, T-28, T-2C, and TA-4J aircraft. In September 1978, he was selected to establish the Instructor Training Unit at Training Air Wing Two at NAS Kingsville, Texas, and, in November of that same year, joined Chief of Naval Air Training at NAS Corpus Christi as a Flight Instructor Training Course instructor.

In September 1979, Commander Joslin received his long awaited orders to join the "Fleet". After completion of Fleet Replacement Training in September 1980, he joined the Wizards of VAQ-133, where he flew the EA-6B Prowler and served as Assistant Maintenance Officer and Safety Officer.

He left VAQ-133 in May 1983 to assist in establishing VAQ-139 on 1 July 1983. He remained with the Cougars until August 1985, serving as Safety Officer and Operations Officer.

Commander Joslin was next assigned to Training Air Wing Six at NAS Pensacola as the Contracts Officer and Contract Pilot Flight Evaluator in the T-47A aircraft. He reported as Executive Officer of the Scorpions of VAQ-132 in June 1987 and assumed command in November 1988. He has made deployments aboard the USS AMERICA, USS ENTERPRISE, USS CONSTELLATION and USS FORRESTAL.

Commander Joslin has received ten personal and unit awards, including the Navy Commendation and Navy Achievement Medals. He and his wife, (b) (6) reside in (b) (6) with their three children, (b) (6)

COMMANDER THOMAS PATRICK LANE
UNITED STATES NAVY

Commander Lane is a native of [redacted] where he graduated from [redacted] High School in 1969. He received a Bachelor of Science Degree from Colorado State University in 1973. Commander Lane was commissioned through the Aviation Officer Candidate Program and designated a Naval Flight Officer in June 1974.

Following basic Jet Navigation Training at Glynco, Georgia, Commander Lane reported to FAIRECONRON TWO (VQ-2) at Rota, Spain in October 1974 flying surveillance and reconnaissance missions from the aircraft carriers USS ROOSEVELT (CVA 42), USS SARATOGA (CV 60), USS INDEPENDENCE (CV 62), USS AMERICA (CV 66), USS JOHN F. KENNEDY (CV 67), and USS NIMITZ (CVN 68).

After completing transition to the EA-6B Prowler, Commander Lane reported to TACELRON ONE THREE SEVEN (VAQ-137) making two deployments to the Western Pacific and Indian Oceans in USS RANGER (CV 61). In May 1981, he transferred to TACELRON ONE TWO NINE (VAQ-129) as a flight instructor and Electronic Warfare Officer. While at VAQ-129, Commander Lane was assigned to the ICAP II, ADVCAP and 15E22C Fleet Project Teams. Commander Lane was awarded the ADMIRAL PERRY AWARD and ASSOCIATION OF OLD CROW'S TRAINING AND READINESS MEDAL in 1984. Reporting to the "Wizards" of TACELRON ONE THREE THREE (VAQ-133) in January 1985, he made an extended world deployment aboard USS ENTERPRISE (CVN 65) and participated in operations aboard USS CORAL SEA (CV 43) while serving as Operations Officer and Maintenance Officer.

Commander Lane's next assignment was to Commander Naval Air Force, U.S. Atlantic Fleet in November 1987 as the EA-6B Readiness and Electronic Warfare Training Officer. Commander Lane reported to VAQ-132 as Executive Officer in November 1988.

Commander Lane's decorations include two Navy Commendation Medals, Navy Achievement Medal, two Meritorious Unit Commendations, two Navy Expeditionary Medals, National Defense Medal, Humanitarian Service Medal, and other awards.

Commander Lane is married to the former [redacted] They reside in [redacted] with their son, [redacted].

VAQ-132 SQUADRON HISTORY

Tactical Electronic Warfare Squadron ONE THREE TWO (VAQ-132) was originally designated Patrol Squadron TWENTY NINE (VP-29), flying the P-2V Neptune. In April 1957, the squadron was redesignated as Heavy Attack Squadron TWO (VAH-2) and transitioned to the A-3D Skywarrior. In November 1968, it was again redesignated, becoming Tactical Electronic Warfare Squadron ONE THREE TWO (VAQ-132). Flying EKA-3B's, homeported at Naval Air Station, Alameda, California, the squadron was tasked with the dual mission of electronic countermeasures and in-flight refueling.

After two combat deployments, one of which was around-the-world, the squadron transitioned to the EA-6B Prowler and was the first EA-6B squadron to deploy. VAQ-132 flew electronic countermeasures support flights from six different carriers while on station in the Gulf of Tonkin off the coast of Vietnam.

On 12 April 1977 the Scorpions joined Carrier Air Wing NINE in USS CONSTELLATION (CV 64) as part of the most modern air wing yet to deploy. Aircraft included the new F-14A Tomcat, E-2C Hawkeye, S-3A Viking, and A-6E Intruder. Upon completing a Western Pacific deployment the Scorpions provided jamming for the Navy's AEGIS Test Program. During a second WESTPAC deployment in 1978, the USS CONSTELLATION with VAQ-132 onboard was ordered to the Indian Ocean by President Carter when Middle East tensions reached a crisis level.

The Scorpions left USS CONSTELLATION in November 1979 during the middle of workups to join Carrier Air Wing SEVEN for deployment in USS DWIGHT D. EISENHOWER (CVN 69). The Scorpions made four major deployments and two mini-cruises with the "IKE". During this time they were awarded the CNO Safety Award for 1980 and 1983 and named Prowler Squadron of the Year for 1985.

In November 1985, the Scorpions joined Carrier Air Wing SIX aboard USS FORRESTAL (CV 59), nicknamed "FID" for First In Defense. During the first FID deployment, a Med cruise in the summer of 1986, the Scorpions installed the first LORAN C Navigation System in a carrier based aircraft. They also tested and evaluated the first Regency Frequency Scanner in an EA-6B aircraft. For innovation in weapons systems and aviation safety, the Scorpions were awarded the COMNAVAIRLANT Battle "E" and CNO Safety "S" for 1986. In June 1987, the Scorpions were presented CNO's prestigious Admiral Arthur W. Radford Award signifying the best tactical electronic warfare squadron for the year. In March 1988 the Scorpions deployed to the Indian Ocean for their second FID cruise. They returned in October after supporting NATO operations in the North Atlantic.

1 January 1989, the Scorpions again joined the most modern airwing, Carrier Air Wing SEVENTEEN on board USS SARATOGA (CV 60). Its complement includes the new F-18C Hornet, F-14A Tomcat and the S-3B Viking. 1989 highlights have included winning the COMNAVAIRLANT Battle "E" for 1988, attending Fleet Week exercises in New York in April, transitioning to ICAP2, attending Green Flag 89-4 in June, and winning the "Prowler FOD Free Squadron of the Year 1988" in August.

Excellence in aviation safety has always been a trademark at VAQ-132. On 23 August 1989, the Scorpions celebrated their 19th year and over 31,500 flight hours of major mishap free operations and over 1900 days FOD-free.

Way Back When	- Originally designated Patrol Squadron TWENTY NINE (VP-29) flying Whenthe P-2V Neptune.
APR 1957	- Redesignated Heavy Attack Squadron TWO (VAH-2) and transitioned to the A-3D Skywarrior.
NOV 1968	- Redesignated Tactical Electronic Warfare Squadron ONE THREE TWO (VAQ-132) and transitioned to EKA-3B's at NAS Alameda.
JAN 1971	- Transitioned to the standard version of the EA-6B Prowler at NAS Whidbey Island.
MAR 1973	- Transitioned to the EXCAP version of EA-6B.
JUN 1979	- Transitioned to the ICAP version of EA-6B.
NOV 1979	- Assigned to CVW-7 in USS DWIGHT D. EISENHOWER (CVN 69) completing two mini cruises and a Red Flag detachment.
APR 1980	- Indian Ocean Deployment in the "IKE".
DEC 1980	- Presented the 1980 CNO Safety Award.
JAN 1982	- Mediterranean Deployment in the "IKE".
APR 1983	- Mediterranean Deployment in the "IKE".
AUG 1983	- Participated in operations supporting Multi-National Peacekeeping Force in Lebanon.
MAR 1984	- Presented the 1983 CNO Safety Award.
OCT 1984	- Mediterranean Deployment in the "IKE".
JUN 1985	- Named Prowler Squadron of the Year.
NOV 1985	- Joined CVW-6 in USS FORRESTAL (CV 59).
JUN 1986	- Mediterranean Deployment in the "FID".
AUG 1986	- Surpassed 16 years major mishap-free flight operations.
FEB 1987	- Awarded COMNAVAIRLANT Battle "E" for Excellence in 1986.
FEB 1987	- Mardi Gras in New Orleans aboard "FID".
MAR 1987	- Presented 1986 CNO Safety Award.
JUN 1987	- Presented Admiral Arthur W. Radford Award for 1986.
SEP 1987	- Ocean Safari Deployment to North Atlantic in the "FID".
APR 1988	- Indian Ocean Deployment in the "FID".
SEP 1988	- Ocean Venture Exercise in North Atlantic.
JAN 1989	- Joined CVW-17 in USS SARATOGA (CV-60).
FEB 1989	- Awarded COMNAVAIRLANT Battle "E" for Excellence in 1988.
APR 1989	- Transitioned to the ICAP II version of EA-6B.
JUN 1989	- Green Flag 89-4 Exercise Nellis AFB, NV.
JUL 1989	- Surpassed 1600 days of FOD free operations.
AUG 1989	- Surpassed 19 years and 31,500 hours of major mishap free operations.
OCT 1989	- CVW-17 Weapons/MAARP Exercise NAS Fallon, NV.
JAN 1990	- CVW-17 Weapons Training NAS Fallon, NV.
FEB 1990	- Refresher Training in USS SARATOGA.
APR 1990	- Advanced Phase Exercise in USS SARATOGA.

FORMER COMMANDING OFFICERS

APRIL 1957 DESIGNATED VAH-2 (A-3D)

APR 57 - DEC 58	CDR H. L. SLAYER
DEC 58 - DEC 59	CDR K. E. GULLEDGE
DEC 59 - MAR 60	CDR C. S. PORTER
MAR 60 - APR 61	CDR W. B. BARRON, JR.
APR 61 - APR 62	CDR L. W. KIRKEMO
APR 62 - MAR 63	CDR W. D. FRIES
MAR 63 - MAR 64	CDR R. S. SMALL
MAR 64 - MAR 65	CDR C. H. LINDBERG
MAR 65 - MAR 66	CDR R. M. DELORENZI
MAR 66 - JAN 67	CDR J. P. SUNDBERG
JAN 67 - NOV 67	CDR D. K. FORBES
NOV 67 - NOV 68	CDR J. D. BLACKWOOD

1 NOVEMBER 1968 VAH-2 REDESIGNATED VAQ-132 (EKA-3B)

NOV 68 - JUN 69	CDR R. E. FRASER
JUN 69 - JUL 70	CDR J. H. ECKART
JUL 70 - JAN 71	CDR R. A. DALEKE

JANUARY 1971 - JULY 1971 TRANSITION TO EA-6B

JUL 71 - JUL 72	CDR D. R. MATTHEWS
JUL 72 - JUL 73	CDR E. F. ROLLINS, JR.
JUL 73 -JUL 74	CDR L. P. STONE
JUL 74 - JUL 75	CDR V. D. SHIRLEY
JUL 75 - SEP 76	CDR D. J. TAFT
SEP 76 - DEC 77	CDR J. H. STOKOE
DEC 77 - FEB 79	CDR J. F. SMITH
FEB 79 - JUN 80	CDR D. W. COOK
JUN 80 - AUG 81	CDR D. R. BRADBURY
AUG 81 - DEC 82	CDR D. L. MCCONAGHA
DEC 82 - JUN 84	CDR R. S. WEBER
JUN 84 - DEC 85	CDR T. S. ROBISON
DEC 85 - JUN 87	CDR W. K. FINCHER
JUN 87 - NOV 88	CDR P. ODELL, JR.
NOV 88 - MAY 90	CDR W. D. JOSLIN, JR.
MAY 90 -	CDR T. P. LANE

SCORPION OFFICERS

CDR W. D. JOSLIN, JR.
CDR T. P. LANE
LCDR (b) (6)
LCDR (b) (6)
LT (b) (6)
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LT (b) (6)
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LTJG (b) (6)
LTJG
LTJG
LTJG
LTJG
ENS (b) (6)
CWO4 (b) (6)

SCORPION CHIEF PETTY OFFICERS

AFCM(AW) (b) (6)
AVCM (b) (6)
ATCS (b) (6)
ATCS
AMSC(AW) (b) (6)
AMHC (b) (6)

AZC (b) (6)
AEC
AEC(AW) (b) (6)
YNC (b) (6)
ADC(AW) (b) (6)
AKC(AW)

SCORPION PETTY OFFICERS

AO1 (b) (6)
AE1
AME1 (b) (6)
AE1 (b) (6)
IS1 (b) (6)
AMH1 (b) (6)
AO1 (b) (6)
AT1
MS1
AT1
MS2
AE1

AZ2 (b) (6)
AT2
AD2
DK2
AMS2 (b) (6)
PN2 (b) (6)
AMS2 (b) (6)
HM2 (b) (6)
AE2
AD2
AD2
AT2

AD3 (b) (6)
AT3
AK3
AMS3 (b) (6)
AME3
AD3 (b) (6)
MS3
AME3 (b) (6)
AZ3 (b) (6)
AZ3
YN3
AMS3 (b) (6)
AMH3
AMH3
AE3 (b) (6)
AD3
AO3

AT1 (b) (6)
AD1
YN1
AD1(AW) (b) (6)
AT1(AW)
AMH1(AW) (b) (6)
PR1 (b) (6)
AMS1 (b) (6)
AZ1(AW) (b) (6)
MS1 (b) (6)
AT1
AT1

PR2 (b) (6)
AMS2 (b) (6)
AME2
AMH2 (b) (6)
AE2 (b) (6)
AD2
AD2
AMH2 (b) (6)
AMH2
AMS2
AO2 (b) (6)
AT2

AK3 (b) (6)
PN3
AT3
AK3
AT3
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AO3
AE3
YN3
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AT3
MS3
AD3
AE3
AMH3 (b) (6)
AK3 (b) (6)

SCORPION FUTURE PETTY OFFICERS

AMSAN (b) (6)
AN (b) (6)
ISSN (b) (6)
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AMEAN (b) (6)
ATAN (b) (6)
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AEAN (b) (6)
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AEAN
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AMHAN (b) (6)
PRAN (b) (6)
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AEAN (b) (6)

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ADAA (b) (6)
AA K.
AA M. (b) (6)
ADAA
AKAA

AMSAA (b) (6)
AEAA (b) (6)
AA (b) (6)
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ATAA
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ADAA (b) (6)
AA (b) (6)

AEAR (b) (6)
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AMSAR (b) (6)
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AMSAR (b) (6)

AMHAR (b) (6)
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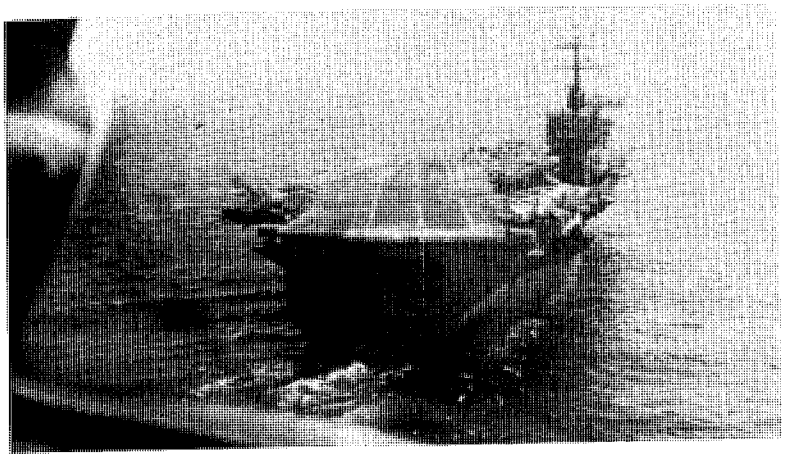
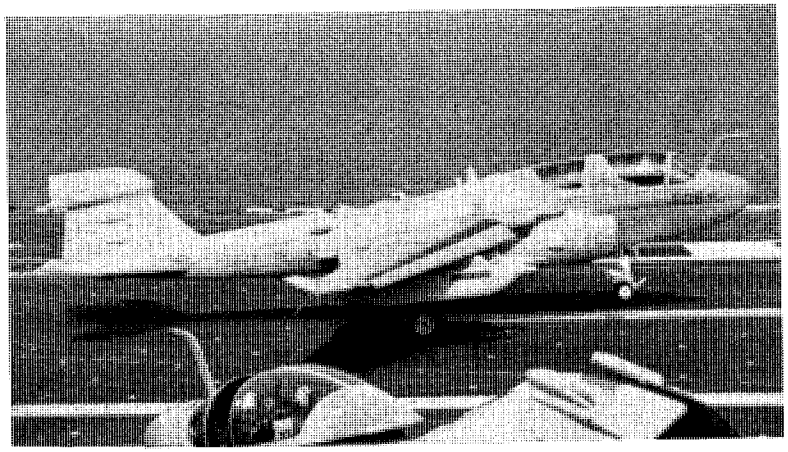


"Most of us, most of the time, live in blissful ignorance of what a small, elite, heroic group of Americans are doing for us night and day. As we speak, all over the globe, American sailors and submariners and aviators are doing something very dangerous. People say, 'Well, it can't be too dangerous because there are no wrecks.' But the reason we don't have more accidents is that these are superb professionals; the fact that they master the dangers does not mean that the dangers aren't real."

"Right now, somewhere around the world, young men are landing high-performance jet aircraft on the pitching decks of aircraft carriers–at night! You can't pay people to do that; they do it out of love of country, of adventure, or the challenge. We all benefit from it, and the very fact that we don't have to think about it tells you how superbly they're doing their job–living on the edge of danger so the rest of us need not think about it, let alone experience, danger."

- George Will, commenting during the ABC news special coverage, on Jan. 28, 1986, of the space shuttle Challenger disaster.



SCORPION AWARDEES
DURING COMMANDER JOSLIN'S COMMAND

SAILOR OF THE YEAR

1989: ADl(AW) (b) (6)
1988: AT1 (b) (6)

SUPERVISOR OF THE QUARTER

1990 JAN-MAR: AD2 (b) (6)
1989 OCT-DEC: AMS1 (b) (6)
1989 JUL-SEP: AE1 (b) (6)
1989 APR-JUN: AD1
1989 JAN-MAR: AK1(AW) (b) (6)
1988 OCT-DEC: AD1 (b) (6)

SAILOR OF THE MONTH

1990 APR: AZ3 (b) (6)
1990 MAR: AT2
1990 FEB: AMH2 (b) (6)
1990 JAN: AMSAN (b) (6)
1989 DEC: AZ2 (b) (6)
1989 NOV: AE3
1989 OCT: AD3
1989 SEP: AK3
1989 AUG: YN2
1989 JUL: AN (b) (6)
1989 JUN: AT2 (b) (6)
1989 MAY: AD2
1989 APR: AD2
1989 MAR: AK2
1989 FEB: AN (b) (6)
1989 JAN: AN
1988 DEC: AMEAN (b) (6)
1988 NOV: AMS2 (b) (6)

Remembering the Forgotten Mechanic

Through the history of world aviation many names have come to the fore
Great deeds of the past on our memory will last as they're joined by more and more --
When man first started to labor in his quest to conquer the sky,
He was designer, mechanic and pilot and he built a machine that would fly --
The pilot was everyone's hero, he was brave, he was bold, he was grand.
As he stood by his battered biplane with his goggles and helmet in hand --
But for each of these flying heroes there were thousands little renowned
And these were the men who worked on the planes but kept their feet on the ground --
We all know the name of Lindbergh and we've read of his flight to fame
But think, if you can, of his maintenance man; can you remember his name?
And think of our wartime heroes and all the acclaim that they got
Can you tell me the names of their crew chiefs?
A thousand to one you cannot --
So when you see mighty jet aircraft as they mark their way through the air,
Remember the grease-stained man with the wrench in his hand; he's the man who put them there --

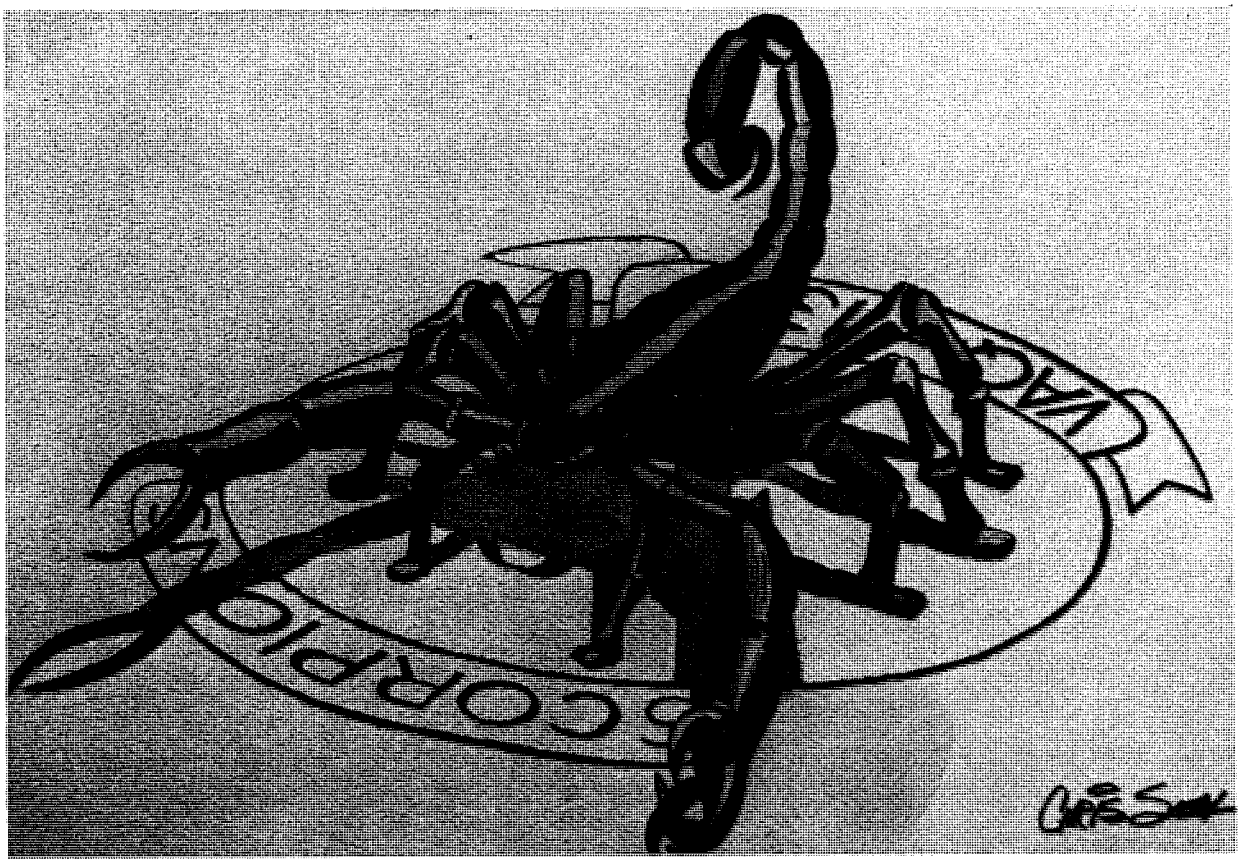
HIGH FLIGHT

by John Gillespie Magee, Jr.

Oh, I have slipped the surly bond of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there.
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., nineteen year old American volunteer with the Royal Canadian Air Force, was killed in action December 14, 1941.

Family Gram 90
Scorpion Stinger



October 90

Dear Scorpion Families,

Hello from "Moses Station". Actually the Super Sara has recently taken us out of the Red Sea and back to the Mediterranean for a well deserved break. The Scorpions are performing magnificently in this time of world crisis. The Sara and accompanied Battle Group's presence is vital to find a peaceful solution to the current mideast situation. You can be justifiably proud of their role, dedication and professionalism. Like wise, your role is equally important to this evolution. I honestly believe you have the more difficult task. Although this deployment isn't going exactly as expected, we are making the most of it. A lot has been accomplished, and many more challenges await us. I have consistently encouraged each and every Scorpion to routinely write home. Although mail to date has been rather sporadic, your letters make our day. Please keep 'em coming! We are all looking forward to embracing our loved ones in February.

Warm regards & God Bless,

T. P. LANE

OFFICERS

Greetings, families and loved ones, from your Scorpion reporter, (b) (6). Well, it was supposed to be a nice Med-cruise with lots of port calls. Instead, we have spent most of our time in the Red Sea, on "Moses" Station. Since departing Mayport, we have raced across the Atlantic and the Med, and transited the Suez Canal twice. After conducting operations in the Red Sea, we returned to the Mediterranean, and are presently participating in NATO exercise Display Determination.

The big news from the ready room is job changes. Half are getting new jobs. (b) (6) (b) (6) is the new personnel officer, (b) (6) joins the maintenance department as the new aircraft division officer. (b) (6) goes to EW training. (b) (6) is ECMO NATOPS. (b) (6) is the new avionics/armament division officer. (b) (6) is returning to EW as the TEAMS officer. (b) (6) (b) (6) is finally escaping TEAMS and replacing (b) (6) as the schedules officer. (b) (6) is now assistant admin. (b) (6) is EW plans and tactics, (b) (6) is the new EW officer. (b) (6) is the safety officer. Newly arrived (b) (6) is the admin officer, and (b) (6) is the pilot NATOPS officer.

The flying has been very good. We've been able to do some exciting low levels with breath taking scenery, in addition to more SSC missions than one cares to remember. Nearly everyone is now a Saratoga Centurion, or will be by the end of October.

Port calls have been limited to Izmir and Istanbul, Turkey, very exciting ports. Future ports and schedule is still unknown. Please be patient as to upcoming plans, especially Christmas. Right now we simply don't know where we will be.

Take care and we'll see you soon.

ADMIN/PERS/CCC

Tucked below the "Commanding Officer's blue tile area", lies the throbbing heartbeat of the squadron, the ADMIN/PERS/CC office, where only the bravest of souls, or those desiring to have something done right the first time dare to venture. This is where morale is lifted or broken via mail call, computing of paychecks, negotiating career moves or award preparation. Though a minority in the squadron, they are not silent. If it does not get done by this workcenter, the entire squadron is affected.

Leading the charge of the Admin brigade is YNC (b) (6). When cruise began his assignment was to locate the Command Senior Chief, eight days later mission complete. Now, as the division chief he ensures quality control of customer service: giving guidance, direction, and concise briefs on all possible liberty ports (whether we go or not). Since arriving to the squadron in September his "King Midas" touch in dealing with personnel and procedures ensures Admin/Pers/CC is the place where golden things happen.

Good things do come in small packages, which is a definite plus for the "Scorpions", evidenced by the arrival of PN1 (b) (6). Being the workcenter daycheck supervisor, he is forced to tackle the stickiest of personnel related questions. He works out on a daily basis but is known to have returned from his workout with extremely rested eyelids. The only question remaining, is if by the end of cruise, he can identify his co-workers correctly.

Leading the shop in the "incoming mail and package" category and an avid user of the "Move up, not out" slogan is AT1 (b) (6). In the finest Monty Hall tradition, his "Let's Make A Deal" technique has produced the statistical standard in the Career Counselor field. Elvis is alive, at least (b) (6) thinks so when he plays his Graceland collection. Always searching around for orders and programs for his shipmates, will he ever find time to watch all of those videotaped football games?

The junior man during daycheck, and certainly the most outspoken is YN2 (b) (6) (b) (6). As the Admin "faceman" during days, his duties include anything the CO, XO, AO, YNC, PN1 or YN1 task him with. No box is safe in the shop with the constant flow of books and tapes he brings in daily. Always with a large quantity of geedunk, he finds himself using Skittles candy to get the sugar high for extra energy needed to conquer the dreaded five-story-around-the-ship-paperwork-dash. On occasion the sugar has failed and you can find him asleep over the computer key board. (b) (6) secondary duty is to ensure PN1 (b) (6) has Pop Tarts available for breakfast.

The quarterback of the nightcheck crew is YN1 (b) (6). Tasked with keeping the paperwork flowing through the night, he orchestrates a flawless type-and-route offense. With his endless number of pictures, he continues to make Admin/Pers/CC the Gallery of the Red Sea. Known also as a "Pack Rat", (b) (6) and LT (b) (6) could start a business that would rival "Sanford and Son" Always known to say "I will quit smoking after this pack", we didn't know cigarettes now come 100 to a pack. (b) (6) favorite motto is "Sure.....those cookies and doughnuts are safe with me"

In the wide receiver position is PN3 (b) (6). He is constantly on the move with all of the paperwork "thrown" at him. (b) (6) CARE packages are a favorite treat with the shop, though he has to keep an eye on (b) (6). (b) (6) "tags off" with PN1 (b) (6) and continues the vigilant battle of paychecks, ID cards and personnel paperwork throughout the night. We never thought it was possible, but (b) (6) has proven that you can sleep with both eyes open. As the shops own Gene Shalit, when a movie comes on, everyone can be assured to be up to date on what is happening at any point.

Working in the blast furnace known as the Operations office YN2 (b) (6) (b) (6) juggles the work of four officers to maintain his figure. A surgeon's touch is needed as he does the flight schedule, works on flight log books, and messages. (b) (6) is infamously known for his colorful letters to unsuspecting people, family pictures and is the Administrative expert at using the Harvard Graphics program for producing inspiring and rather explicit posters for the Ready Room.

New to the Admin shop is IS3 (b) (6). (b) (6) is the nightcheck "gopher" and ensures the precision filing of mountains of paperwork, leaping kneeknockers for timely correspondence routing, and does whatever the YN1 tasks him with. The shop is always assured of knowing who's the leading money winners in the world of professional volleyball. If (b) (6) could be reincarnated, he would come back as a Cuervo Gold championship volleyball.

Temporarily assigned to the ships laundry, and making Admin/Pers the cleanest, best dressed workcenter is AN (b) (6). The shop misses his stories of "how it was in the Guard", but thrives on his current stories of his "latest hook-up on the messdeck." Though his future in the squadron is still unknown, he will always carry with him the Admin/Pers/CC work ethic "If it can't be done, send in the Admin/Pers team."

Thanks for your Support, Prayers, and most of all, your letters. Until our next input, we love you and think about you everyday.

MAINTENANCE DEPARTMENT

The Scorpion Maintenance Department continues to strive towards our goal of being the best in the fleet. Under the guidance of the Maintenance Officer, LCDR (b) (6), we have set new standards for excellence and quality workmanship. 25 August 1990 marked a major milestone in Scorpion history as the 2000th day of Foreign Object Damage (FOD) free operations. That means we have gone over 5 years without damaging an engine due to ingestion of foreign objects.

The Aircraft and Avionics/Armament Divisions will be under new leadership as LT (b) (6) (b) (6) relieves LT (b) (6) as Aircraft Division officer and LT (b) (6) relieves LT (b) (6) as Avionics/Armament Division Officer. LT (b) (6) and LT (b) (6) will be missed; their talents were integral parts of our "well oiled machine". LT (b) (6) continues to crack the whip in Line Division, LT (b) (6) presides over Maintenance Control and junior officer training and Warrant Officer (b) (6) keeps us all honest as the Quality Assurance Officer. LT (b) (6) tries feverishly to keep the department on an even keel administratively.

All of the Maintenance Department personnel are kept mighty busy maintaining our aircraft in top condition. We're all proud to be serving as part of "Operation Desert Shield" and we appreciate all the support you have shown through letters and packages. Keep them coming!

MAINTENANCE CONTROL

Greetings Scorpion families and friends from the illustrious Maintenance Control. The finest Chief Petty Officers and AZ's make up the important hub of the maintenance effort known as Maintenance Control. We serve as a liaison between maintenance work centers, the ship, CVW-17 and Operations Department. The ever changing mission of the Prowler along with scheduled and unscheduled maintenance efforts make maintenance control one of the most exciting work centers in the squadron. Without further delay we'll introduce you to the fine people that make up the framework of Maintenance Control and a few of their idiosyncrasies.

Our great leader is LT (b) (6). We can always count on him for a good sea story or two. He is also well known for being a "Pack Rat". He insists on not throwing anything away in hopes he can trade it to a shipmate for some good stuff in return.

The backbone of the Maintenance Department is AVCM [redacted]. [redacted] performs all the vital functions in the Maintenance Department such as chewing out the troops, chewing out the flight deck crewman, chewing out officers, etc. If they only knew that he plays with toy trains.

Our next [redacted] is AMHC [redacted]. He's our soldier of fortune behind the maintenance desk and directs all maintenance functions such as scheduling shop workloads, verbally abusing the 4 AZ's and AK's, and directing J.O.'s in the right direction. I'm sure if he had his way, Iraq would be a giant parking lot with an Ennens on one side and a K-Mart on the other, or he'd send Saddam Hussein home with a permanent limp to remember him by.

ATCS [redacted] is our nights maintenance chief. Give him any task and he'll accomplish it in one way or another. The U.S. Government needs more high officials like him. If that were true, I don't think there would be such a thing as third world countries anymore. Out motto is "Let Roy sort'em out!"

On the flight deck we have AMSC(AW) [redacted]. Enjoying the position as the best FDC in the CAG, his day to day comments as heard on the flight deck radio keep everyone amused. Enduring intense heat, jet blast, and a multitude of aircraft and people hustling about, his decisions are quick, concise and made on the spot regarding the safe launch and recovery of all Scorpion aircraft and flight crews, the obvious cornerstone of the flight deck crew. He just may make Warrant Officer if he can keep his finger out of his nose in public.

The newest Scorpion CPO is AZC [redacted]. He's come straight from the frying pan of VAQ-129 Maintenance Control to the fire of SARATOGA's flight deck as our night check flight deck coordinator. His deep seated hostility toward AK's has our storekeepers cringing in fear, probably because they can't comprehend the expanded vocabulary he uses.

AN [redacted] is the day check VIDS clerk. [redacted] is the wrestling champion of Maintenance Control. He continually puts his supervisor "on the mat." If [redacted] doesn't make rate on the advancement exam, he'll make it by attrition.

Our nights VIDS clerk is [redacted], also known as "4.0 [redacted]." [redacted] is so squared away, you can sometimes hear him mumble cadence as he walks through the hangar bay. [redacted] also has the difficult job of keeping Senior Chief [redacted] squared away during the evening.

AZ2 [redacted] have the distinguished title of logs and records supervisor. [redacted] is actively involved in many physical fitness activities including jumping to conclusions, running around in circles, throwing around his authority and shooting the bull.

MATERIAL CONTROL

Greeting from the most outstanding Material Control and the finest AK's across the nation. The AK's of VAQ-132 have the finest Master Chief, and Chief Petty Officers and junior AK's of the supply system. We do more than give our shipmates (there's that word again) parts, we also order and receive all squadron support items which is mostly taken care of by (b) and (b) (6). We take care of all inventories on all spare tools and calibration and IMRL (Individual Material Readiness Listings) which is taken care of by (b) (6). We are also responsible for keeping track of the squadrons fuel grant and office supplies and flight gear grants, which is (b) (6) job. In support of the squadron we are required to send all but two rated AK's on Temporary Assigned Duty (TAD) to supply. They support the squadron by assisting supply in their mission watching out for squadron parts and keeping the squadron out of trouble.

AK2 (b) (6), came to the squadron in January 1990. He's known as day check supervisor but as maintenance AZ's say they only see his airman work. He's a laid back kind of guy but some how his work gets done. (b) (6) is in charge of (OPTAR) fuel grants, office supplies etc. That's why we have no money. In his spare time he likes to run.

AK2 (b) (6) is the night check supervisor. We will be sorry to see him leave because he saves us from losing all our money that (b) (6) helps us spend. He has extended on cruise to help us get the shop together when (b) (6) and (b) (6) leave, and (b) and (b) (6) can take over. (b) (6) is in charge of tool control and IMRL gear and tool calibration. In his spare time he collects things.

AN (b) (6) (b) (6) came to the squadron in June 1989. (b) (6) is day check parts man. (b) hopes to be a supervisor some day if they let him. That may be soon if (b) (6) doesn't extend in the squadron. (b) will also be a rated AK soon, he is what they call a striker. (b) (6) is learning much about the supply system so that he will be an outstanding AK. (b) is in charge of ordering and receiving parts and assistant TOOL P.O. and SAFETY P.O. In (b) (6) spare time he likes to enjoy the sun and many different sports, and spending time with his wife and soon-to-be born child.

AN (b) (6) came to the squadron in Nov 1989 and is the night check parts man. He will hopefully be a supervisor when (b) (6) enlistment is up. He too, is striking to become an AK. At the present time, (b) (6) is TAD to the Officer's Wardroom where he is serving officers their meals. When (b) (6) returns to the shop, he will be in charge of many collateral duties. (b) (6) has his sights set on getting married to his loving fiance.

AK3 (b) (6) became part of the Scorpions in Jan 1990. Known to be an easy person to work with and praised for his work from those around him. At the present time (b) (6) is TAD to Supply. During his off time, (b) (6) is known for his raw talent in basketball, as shown during last seasons basketball league. He led the Scorpions to a 9-1 record during regular seasons. What a basketball player!

AKAN (b) (6) joined the squadron in Jan 1990. He is the backbone of the Supply Runner and is always on hand to help us find materials we need. What he does in his spare time is still a mystery to us, but it's for his own good.

AKAN (b) (6) became a part of the squadron in March 1990. With (b) (6) presently TAD to RAM(Repairable-Asset Maintenance), knowledge of him is limited. but now we know why our parts get here so quick. What a Scorpion!

AKC (b) (6) arrived in the squadron many moons ago. (b) (6) is a very well known chief in the Supply System due to his initiative to pursue all calls of duty. He is looked up to by everyone within the shop and squadron, and that's why we put him last, like the saying goes, "save the best for last".

We here in Material Workcenter thank you very much for your support in our mission. We love you all and encourage as much writing as possible.

QUALITY ASSURANCE

We were ready; all our gear was on board and the luxury cruise to the Mediterranean was about to start! (b) (6) lent Warrant (b) (6) a razor yesterday so he could shave. The Whidbey Island Air Terminal just accidentally misplaced his and all our luggage while they were at it. We sure hope he doesn't have to lend him his shorts when we get to Palma. The last minute phone calls were behind us, as we know, (b) (6) called home about 0230 when the lines finally slowed down. At least we hope he did or we're all going to be in big trouble. It was only midnight in Oak Harbor and you people didn't have to get up in three hours. Funny how that works out. (b) (6) called three or four times and said the same thing three or four times.

The speed in which we crossed the Atlantic was unbelievable, the oil bill was too. If there is a gas shortage in the states it is because we used it all getting into the Med. They say we burned 1 gallon for every ten feet we traveled. Now we've been out here for over 45 days and this vacation is getting off to a shaky start. There's been some stranger wandering in and out of Maintenance Control checking the Quality Assurance box. He claims to be the QAO. (b) (6) has been seen wearing a fire hydrant, poor (b) (6) lost his mind and shaved off all his hair. (b) (6) has opened an answering service for the Phantom Command Senior Chief (b) (6), (b) (6), and (b) (6) are working nights on how to beat the computer and (b) (6) is out teaching class somewhere still unable to locate his desk in QA. (b) (6) is dreamily looking at this one picture for hours on end. We won't tell his wife the picture is not of her but rather of an eight point buck. (b) (6) was going to call home before we pulled out but he figured she was out buying pet deer to keep in the yard until he gets home.

The new terms you may have to put up with on our return:

Suck Rubber-means put the gas mask on again
Toto Station-where we are, some place in OZ but definitely not in Kansas
Mail Call-this is a new drill to simulate getting mail

That's it for now from QA. We are doing fine and miss you all.

POWER PLANTS

Hello Scorpion wives and girlfriends from the Jet Shop. Wish we were back on the "Rock" with you instead of here in the Red Sea, but we'll return soon to you, our loved ones. As for work, well we're keeping the motors "turning and burning" and constantly being kept busy battling the ever present rust. Everybody's spirit's are high and we eagerly look forward to every Mail Call (even though it is erratic), so keep those letters coming! Well so long for now, but remember our thoughts are with you always.

AIRFRAMES

AUG 31 - AMS3 (b) (6) receives 1st Airframer of the Month Award. He was selected for this award for his superlative work on special projects and his untiring efforts with the workcenter.
SEPT 2 - AMS3 (b) (6) Re-enlists for 4 years to accept orders to Texas.
SEPT 15 - AMH2 (b) (6) Re-enlists for 4 years to accept orders to VX-5.

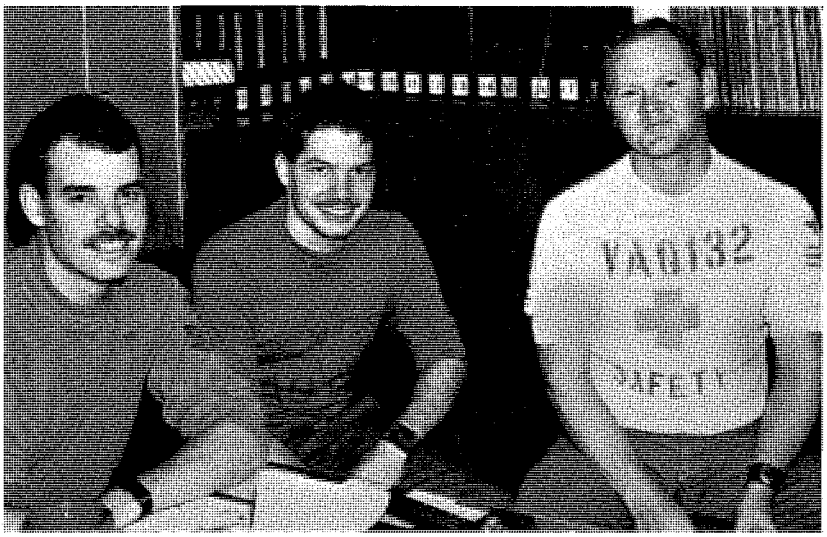
No matter where we are, Whidbey Island or Red Sea "Toto Station", the Airframes Branch of the Aircraft Division leads the way. To all of you waiting our return, the "Hammer Slammers" say; We love you and miss you. !!!!SEND MAIL!!!!

CORROSION CONTROL

The CRUD Crew is doing its best to drive AMHC (b) (6) crazy. This time we're using reverse psychology: working more than ever! Starting with the new addition, AMSAN (b) (6) (b) (6) is adjusting well to his new high pace, high stress job with a yawn. AMS3 (b) (6) has written enough letters to de-forest the Olympic Peninsula and races to personnel after each mail call. AMS3 (b) (6) says he is going to paint every airplane in the Navy before he is done. (Make it pretty) AMS2 (b) (6) (b) (6) still won't comb his hair. Our thoughts are with our families wishing we where there.

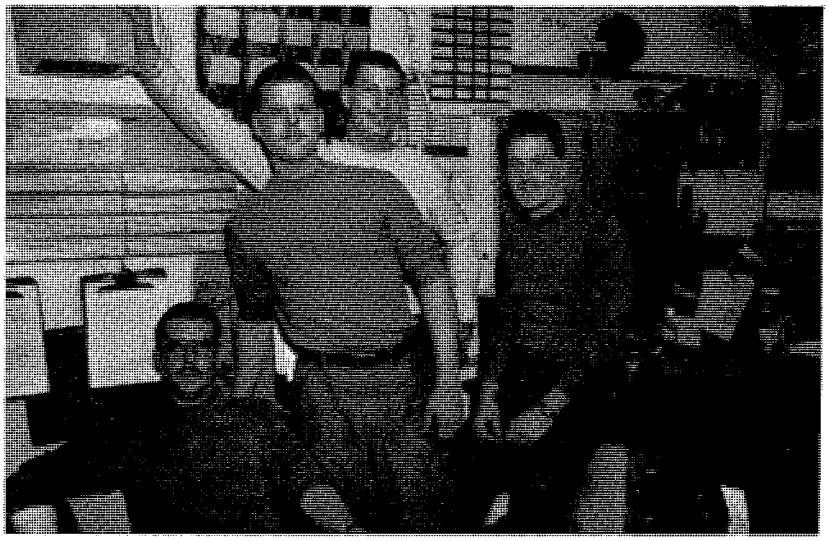
PARACHUTE RIGGERS

The Scorpion PR's, supporting the command's mission through maintenance and upkeep of aircrew survival gear, wish to convey our greeting and well wishes to all family and friends. Although this has been a trying time for all of us out here at sea, we realize that our wives, family, and friends are just as involved and share in our day to day burdens. We love you all, thanks for being there and keep the letters coming!



AME

Once again the AME shop has set the standard by having a second AME nominated for Sailor of the Month. Although AME3 (b) wasn't elected as SOM, just being nominated shows that he has the professional ability to do things right. (b) is a good example for others in the squadron to follow. All the world famous AME's are looking forward to coming home and wish all of you well. Please write and support your Scorpions. AME1 (b) (6).



AVIATION ORDNANCE

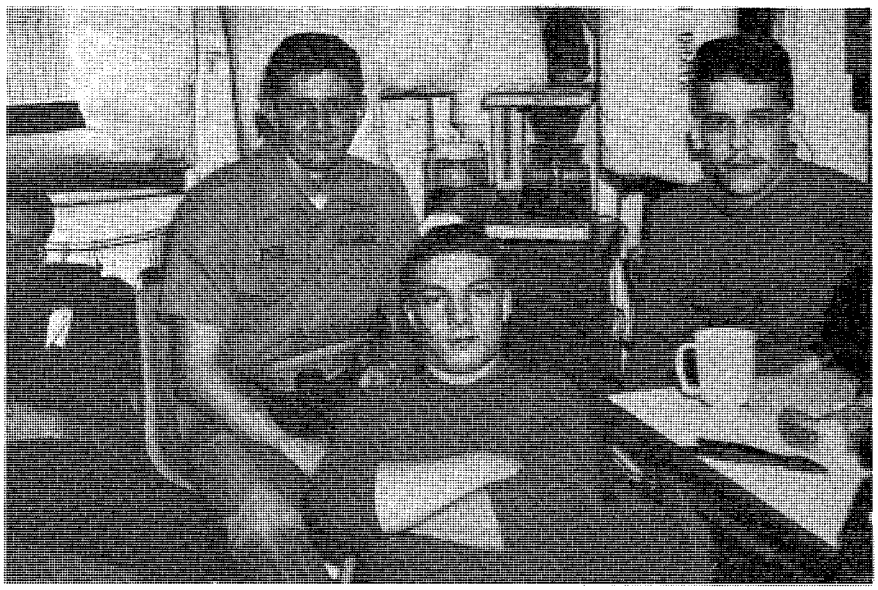
Hello to the wives, families and girlfriends of VAQ-132 Ordies, (b) (6), (b) (6), (b) (6), (b) (6), (b) (6), and (b) (6). We're doing fine, but miss you. Don't worry about Saddam, we'll take good care of him. Be home before you know it. Love You. THE STINGING ARACHNIDS.

AVIATION ELECTRICIANS

We love you and miss you all!!

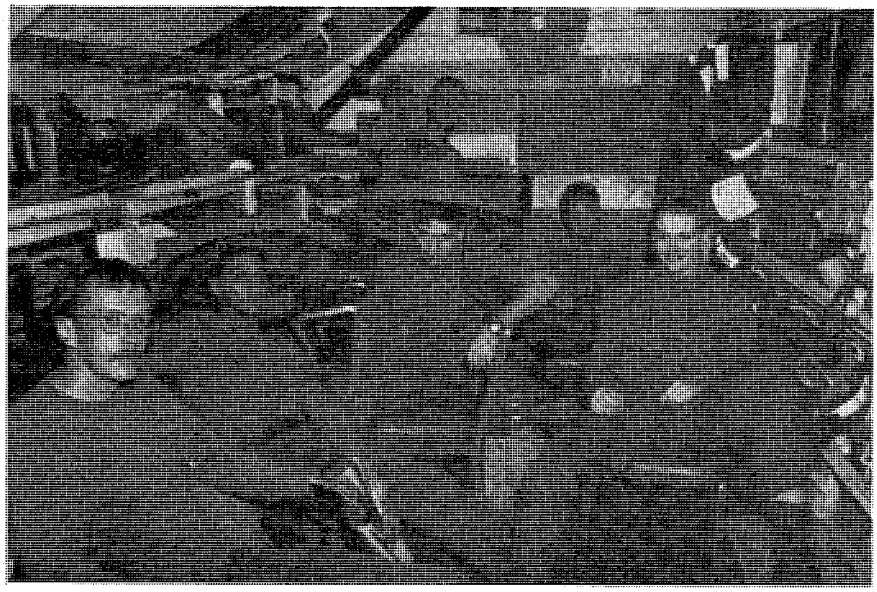
We are finally completing our first month at sea. Everyone was looking forward to our leisure cruise with all those exotic ports. Well that didn't happen. Instead of chasing girls and curing hang-overs, we are chasing a man in a dress that wears a towel on his head. Does anyone know what happened to the luxury cruise?

New AEC (b) (6) has been busy trying to locate a pound of sand and has had no luck. AE2 (b) (6) is currently looking for his spittoon. AE3 (b) (6) (b) (6) is keeping himself busy by guarding the salami he has in the frig. AE3 (b) (6) is trying to draw every meaningless poster he can. AE3 (b) (6) (b) (6) is looking for (b) (6) who misplaced his spittoon. AE3 (b) (6) has recently become a father with the birth of his son (b) (6), who looks like his Sea Daddy. AEAN (b) (6) is busy trying to figure out why the U.S. Government buys so many wool products. AEAN (b) (6) (b) (6) is busy supporting the Postal Clerks Retirement Fund. The reporter is still in total shock that our luxury cruise was canceled. There has been a mad barber in the electric shop. AE1 (b) (6), AN (b) (6) and AN (b) (6) all woke up one morning with their hair cut off. I think it's AN (b) (6) (b) (6) AE1 (b) (6).



AT's

As the first month of our Mediterranean extravaganza draws to a close, we find the AT's enjoying plenty of sun, sand, and liberty. Wait a second, there's plenty of sun but nothing else in sight that isn't haze grey and how did we wind up in the Red Sea? AT3 (b) (6) is still trying to figure out where the geedunk is located. Meanwhile AT2 (b) (6) is busy helping fellow Scorpions to phone home. AT3 (b) (6) is busy staying in shape while AT3 (b) (6) and AT3 (b) (6) make sure that the galley's ice cream meets Scorpion standards. AT1 (b) (6) and AT2 (b) (6) are trying to figure out how to get a tan at night. AN (b) (6) is still trying to figure out what happened to that apple he left in the frig. AN (b) (6) (b) (6) may know but isn't admitting to anything at this time. AT3 (b) (6) is being careful not to take sides while AN (b) (6) (b) (6) and AT3 (b) (6) wonder how they wound up in this mad house. This reporter is still wondering how he slept through that first liberty port. AT1 (b) (6).



LINE SHACK

Greetings from the World Famous "Scorpion Line-Dogs" The good news is that we are all doing well, although we are missing our family, friends, and home. We are busy at work making sure our airplanes keep coming and going; but rest assured, we still have time to think of our loved ones.

Unfortunately we do have some bad news. All those expensive gifts you were hoping for from exotic places won't be coming, at least not for awhile yet. Unless of course you like sand.

Please keep the cards, letters, and awesome care packages coming. We really appreciate the support. We love and miss you all. See you in our dreams.

TROUBLE-SHOOTER

Dear Trouble-shooter Loved Ones,

All of these ports are about to break my saving account! As you may or may not know, our eyes are the last to see the aircraft before starting its ride down the catapult. This kind of responsibility demands a great amount of concentration to our duty. But, in the midst of the hustle and bustle on the flight deck, we still manage to think of you. We love and miss you all very much!! Please keep the letters coming as we will do the same. Take care of yourself and the little ones.

Greetings from the Scorpions Mess Management Specialist!

Well the Scorpion commitment to excellence is paramount with the Mess Management Specialist. Our senior MS is MS2 (b) (6) (b) is currently working the night shift in the enlisted mess (S-2), I am sure that (b) is giving his all to see that the night crew on SARATOGA is recieving hot and top quality meals. (b) is one of three new MS's to check into VAQ-132 in the last 3 months.

Our next MS is MS2 (b) (6) (b) (6) is currently assigned to S-5 division, Wardroom II and III as night shift supervisor. (b) (6) has been with 132 since August of 89 and this is his third trip to the Saratoga since February of 90.

MSSN (b) (6) is currently working the night shift in the CPO mess cook on the watch. (b) (6) friendly smile and "can do" attitude is a valuable asset to the S-11 division. I'm sure that all the Scorpion Chiefs agree.

Our newest of MS is MSSR (b) (6) . After completing MS "A" school, (b) (6) recieved orders to 132. Little did he know that 132 was on it's way to the eastern Med. Well after 12 days of playing "chase the boat", he finally made his way onboard. (b) (6) is currently working for 132's lst Lieutenant. Welcome aboard.

TAD PERSONNEL

We have guys that are with the squadron but have been assigned Temporary Additional Duty to various departments on board SARATOGA and within the squadron to support our efforts. They also send their love.

SCORPION AWARDS AND PROMOTIONS

SAILOR OF THE MONTH
JULY - AMSAA (b) (6)
AUGUST - AD3 (b) (6)
SEPT - YN2

SUPERVISOR OF THE QUARTER
JUL-SEP PR1 (b) (6)

NAVY ACHIEVEMENT MEDALS
AMSC (b) (6)
AT1(AW) (b) (6)

PROMOTIONS
LCDR (b) (6)
LCDR
LT (b) (6)
LT
LT
LT
LT

ADVANCED
AE3 (b) (6)

CVW-17 LETTERS OF APPRECIATION
AO1 (b) (6)
AT1
AT1
AT2
AO3
AO3
AO3
AE3
AMSAN (b) (6)
AOAN

CV-60 LETTERS OF COMMENDATION
AK2 (b) (6)
AD2
AT2
AO3
AE3
ATAN (b) (6)

REENLISTED
HM2 (b) (6)
AMH2
AE1 (b) (6)
AT1(AW) (b) (6)
AMS3 (b) (6)

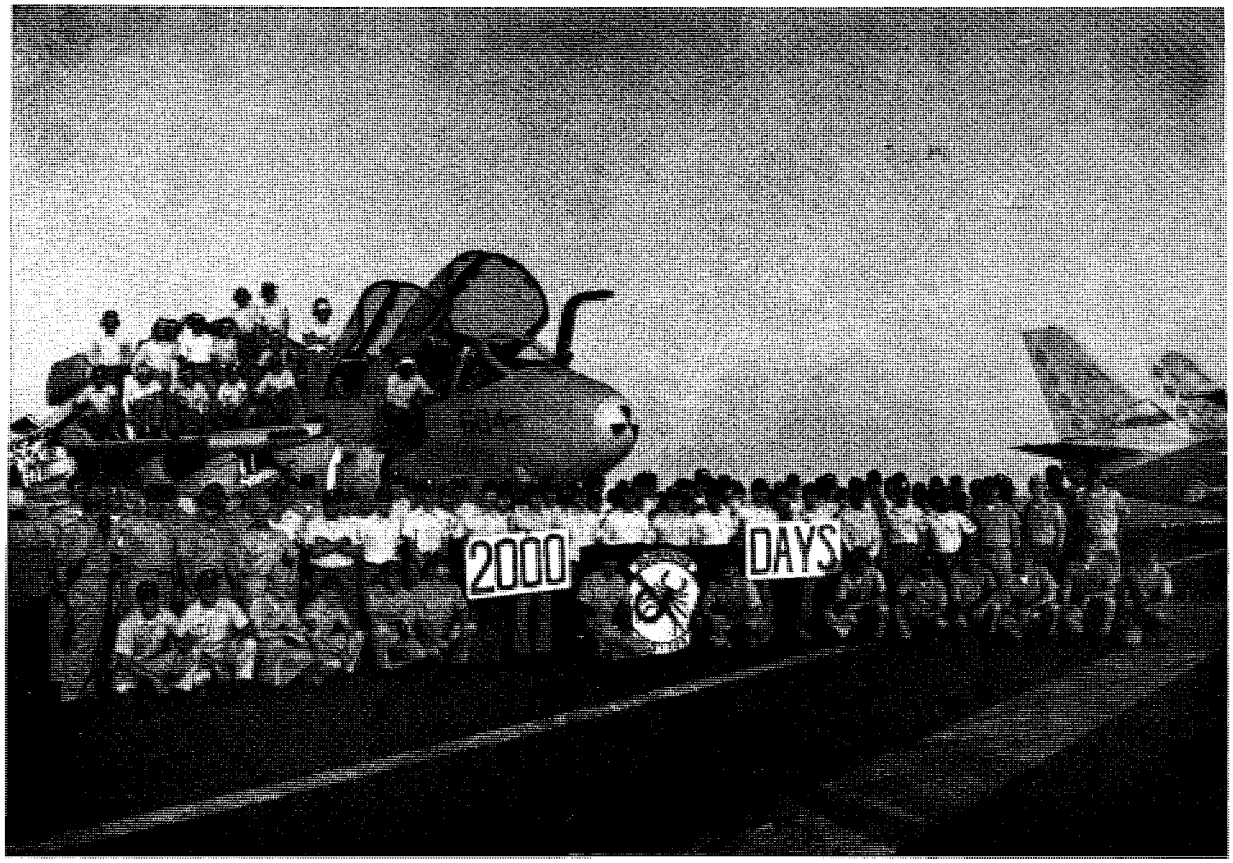
Editor: LT (b) (6)
Layout: YN1 (b) (6)
Photo: PH3

LOVING A SAILOR

LOVING A SAILOR IS NOT ALWAYS GAY,
LOVING HIM TRUELY IS A HARD PRICE TO PAY.
IT'S BEING ALONE WITH NOTHING TO HOLD,
IT'S BEING YOUNG BUT FEELING SO OLD.
IT'S HAVING HIM WHISPER HIS LOVE FOR YOU,
IT'S WHISPERING BACK YOU LOVE HIM TOO.
THERE COMES A KISS WITH A PROMISE FOR MORE,
AS HIS SHIP SLOWLY GLIDES AWAY FROM THE SHORE.
RELUCTANTLY, PAINFULY, LETTING HIM GO,
WHILE YOUR DYING INSIDE FROM WANTING HIM SO.
WATCHING HIM GO WITH EYES FULL OF TEARS,
STANDING ALONE WITH HOPES, DREAMS AND FEARS.
IT'S SENDING A LETTER WITH THE STAMP UPSIDEDOWN,
TO A FAR AWAY LOVE IN A FAR AWAY TOWN.
IT'S GOING TO CHURCH TO KNEEL AND PRAY,
AND REALLY MEANING THE THINGS THAT YOU SAY.
BEING IN LOVE WILL FOSTER YOUR DREAMS,
OF THAT FAR AWAY SAILOR YOUR MIND FAIRLY BEAMS.
DAYS GO BY, NO MAIL FOR A SPELL,
YOU WAIT FOR SOME WORD TO HEAR THAT HE'S WELL.
THEN A LETTER ARRIVES, AND YOU GIVE IN,
TO OPEN HIS LETTER AND READ IT WITH A GRIN.
YES, HE IS WELL AND MISSES YOU SO,
AND FILLED WITH THE LOVE THAT YOU WANTED TO KNOW.
DAYS ARE LIKE WEEKS, AND WEEKS ARE LIKE YEARS,
YOU WAIT FOR THE DAY WHEN YOU'LL HAVE NO MORE FEARS.
DAYS GO BY SLOWLY, HOW MANY HAVE PASSED,
THEN SUDDENLY YOU REALIZE IT'S HERE AT LAST.
YES, LOVING A SAILOR BRINGS BITTERNESS AND FEARS,
LONELINESS, SADNESS, AND DESPONDENT YEARS.
LOVING A SAILOR ISN'T MUCH FUN,
BUT IT'S WELL WORTH THE PRICE WHEN THE BATTLE IS WON.
AND REMEMBER THAT HE IS THINKING OF YOU EVERY DAY,
HE'S SAD AND HE'S LONELY WHILE HE'S SO FAR AWAY.
SO LOVE HIM AND MISS HIM AND HOLD YOUR HEAD HIGH,
BE STRONG AND HAVE FAITH, WIPE THAT TEAR FROM YOUR EYE,
YOUR MAN'S A SEAFARER, LIKE THAT OLD ANCIENT TRADER,
IT'S A HIGH PRICE TO PAY FOR LOVING A SAILOR.

I LOVE YOU!

nse (b) (6)



Box 132
USS SARATOGA (CV 60)
FPO Miami 34078-2740

Please Place postage here. The Post Office will not deliver without postage.

ENCL {8}

EA-6B Prowler

PROGRAM HISTORY:

During the summer of 1956 the Navy and Marine Corps began to formulate Type Specification 149 for a combined long-range interdiction (Navy) and close air support (Marine) aircraft. The requirement eventually would specify a small two-seat aircraft carrying an advanced electronic, all-weather, attack system while capable of 500 kts. Grumman Aircraft Engineering Corporation (as it then was known) received this specification during February 1957, and submitted a response on August 16. Also bidding were Boeing, Douglas, Vought, Martin, Bell, Lockheed, and North American. The proposed Grumman Design 128Q was the responsibility of Lawrence M. Mead and Robert Nafis, with Bruce Tuttle acting as Program Manager. The proposal team had spent considerable time with operational attack crews while attempting to determine an optimal design for the new attack aircraft, and much of what had been learned was incorporated into the final configuration. Seventeen versions of this basic design were reviewed before the definitive 128Q model was chosen.

During December 1957 the contractor list was narrowed to Douglas, Vought, and Grumman. On January 2, 1958, the Navy announced that Grumman had won (Larry Mead apparently had been notified by phone on December 30, 1957, but the official announcement was delayed three days for paperwork to be completed). On February 14, 1958, the company received a $3,410,148 preliminary development contract (No. 58-524c) to cover continuing design and mock-up construction of what now was being referred to formally as the A2F-1.

On March 26, 1959, Grumman received the first "cost plus incentive fee" contract (for $101,701,000) awarded for a major weapons system development. The heart of the new aircraft was to be DIANE (Digital Integrated Attack & Navigation Equipment), which significantly influenced the shape of the airframe from the start. The bulbous-nosed fuselage was dictated by the need to fit DIANE's two radar arrays inside the nose radome while accommodating two crew members and two engines side-by-side. The practical and largely conventional airframe had to carry a significant volume of electronics, as well as provide a stable bombing platform, and be capable of operating from Navy carriers. A well-proven engine, the Pratt & Whitney J52-P-6A of 8,500 lb. take-off thrust, was chosen for reliability as well as performance. Aircraft carrier dimensions dictated the location of hard-points for the massive bomb load. In all, five stores stations had to fit within the 25 ft. 4 in. limits that allowed two aircraft with wings folded to pass through the fire doors on the smaller carriers.

Construction of the first aircraft began during early 1959, even before the Navy had reviewed the full-scale mock-up, which occurred during September. The first of eight development aircraft, BuNo. 147864, made its maiden flight on April 19, 1960 from the Grumman facility at Calverton, New York, with Bob Smyth at the controls. The *Intruder* test program was remarkably uneventful, with the first production aircraft not differing significantly from the prototypes. Visible changes were the eventual deletion of the fuselage mounted airbrakes in favor of "split" wingtip mounted speedbrakes in an attempt to prevent potential buffeting (and the possibilities of large trim changes on final approach) and the enlargement of the rudder chord to provide better spin recovery characteristics. The novel "tilting" tailpipes of the prototype, developed in an attempt to shorten the take-off run for the Marines, were found to be unnecessary and were deleted from subsequent aircraft.

The first fully equipped A2F-1 flew during November 1960, and the Navy Preliminary Evaluation (NPE1) was completed during September 1961, with NPE2 finishing during December 1961. The airframe Board of Inspection and Survey (BIS) trials started at the Naval Air Test Center (NATC) Patuxent River, Maryland, during August 1962, and were completed during November. On February 1, 1963, formal delivery of two A-6As was taken by Vice Admiral Frank O'Breirne, Commander of U.S. Forces Atlantic, and issued to Attack Squadron Forty-Two (VA-42) at NAS Oceana, Virginia.

ELECTRONIC WARFARE

During WWII it had been a fairly simple matter to jam the relatively unsophisticated radar transmitters then in use. An operator just located the hostile radar's frequency on a radio tuner and tuned a crude noise jammer onto the same frequency. In the Korean War radar guided anti-aircraft (AAA) and early warning (EW) radars were introduced, and the U.S. began to feel an increasing necessity to include electronic countermeasures (ECM) equipment on its tactical aircraft. Since this was an expensive, and (at the time) largely impractical idea, the USAF modified some WWII-era North American TB-25J *Mitchells* to serve as tactical jamming platforms. Most strategic bombers also were fitted with ECM equipment. These first airborne electronic warfare (AEW) systems consisted of crude pieces of equipment assembled to form simple, but effective, threat receivers and barrage noise jammers. The Navy was convinced that strike aircraft should be equipped with their own self-protection systems, leading to the development of a family of deception jammers, beginning with the S-band AN/ALQ-19 of 1954.

In the latter stages of the Korean War, the AF made great use of their EW equipped TB-25Js as enemy radar-controlled AAA began to increase in both numbers and effectiveness. During 1958, the U.S. began developing externally mounted pods for housing the increased amount of ECM equipment that was becoming required to counter the ever growing threat. These pods began making their appearance on the Marine Corps' Douglas F3D-2Q (EF-10B) *Skyknight* and the Navy's Douglas AD-5Q (EF-1F) *Skyraider*, both considered highly capable EW aircraft for their time; though EW tactics still consisted basically of pointing the antenna and activating the jammers. Marine CWO (b) (6) was an electronic warfare office (EWO) flying F3D-2Qs out of Iwakuni, Japan, and was surprised by this lack of sophistication. During late-1959 and early-1960, (b) (6) devised tactics where each aircraft of a support flight had assigned altitudes and prescribed sectors to jam, and each commenced jamming on a preset frequency at a predetermined time, usually tied to when the attack force reached a critical location. This was a major leap forward, and was the beginning of coordinated, intelligent electronic warfare. A couple of years later, on the other side of the globe, the world watched as the Cuban missile crisis unfolded. The F3D-2Q would play a role here too, when the tracking signal of a Soviet-built SA-2 *Guideline* surface-to-air missile (SAM) was detected during an electronic in-

telligence (ELINT) flight, signaling its introduction. On April 5, 1965, a strategic reconnaissance flight discovered the first known SA-2 site in Vietnam, and on July 24, a McDonnell F-4C flying support for an AF strike mission from Ubon had the distinction of being the first SAM casualty of the Vietnam war, some 15 miles southeast of Hanoi.

The U.S. now suddenly found itself seriously lacking in early warning and ECM capability to meet this new challenge. By 1966, Vietnam had become a fully electronic battlefield, with North Vietnamese ground control intercept (GCI) nets covering most of the airspace over the North. The Marines were the first to truly grasp the importance of having an effective tactical EW response and fully embraced the rapid development and deployment of a version of the A2F-1 dedicated to the EW mission.

THE "ELECTRIC" *INTRUDER*

Conceived during late 1960 with Al Rogers as Program Director and Lew Scheuer as Project Engineer, work on the first *Intruder* variant, the A2F-1H (Grumman Design 128D), began in earnest during August 1961. Logically, this variant should have been designated "A2F-1Q", and the rationale behind the "H" tag is unclear, although it appears to have something to do with the fact that the Marines initiated the program instead of the Navy. The contract for the "Electric" *Intruder* (a name never officially adopted) was finalized during March 1962, and the first prototype, BuNo. 148618, flew on April 26, 1963, utilizing the eighth A-6A development airframe. During 1962, a DoD-wide designation standardization took place, and the A2F-1 became the A-6A, with the A2F-1H becoming the EA-6A.

For the EA-6A, the Navy's Bureau of Weapons was responsible for initiating assembly of an integrated electronics system, capable of rapid detection and jamming of threat emitters, for which the fast, roomy A-6A was the ideal airframe. Nevertheless, to efficiently house the ECM installation, an 8 in. fuselage plug just aft of the radome provided additional room for the new electronics, and a fin-tip pod on the vertical stabilizer was added to accommodate some of the 30 antennas required by the various EW systems. The wingtip speedbrakes were omitted for a variety of reasons. It was feared that deployment of the speedbrakes, combined with the extra stores station fitted to the EA-6A's outer wing panel, could cause too great a torsional load on the aft spar under some flight conditions. The main rationale for the wingtip speedbrakes had been safety during carrier approaches, and the EA-6As were to be Marine aircraft, intended to operate primarily from land bases, so deleting them could be justified. There was an additional requirement to accommodate large hoop-type antennas under the wingtips, which were seldom seen and instead, early EA-6As carried a Loral AN/ALQ-53(V) ECM reconnaissance system in large pods under structurally reinforced outer wing panels. Although it retained a limited attack capability in common with its A-6A predecessor, the EA-6A was a dedicated electronic warfare platform.

A second aircraft,designated NEA-6A was converted from the 21st A-6A airframe (BuNo. 149935) and formally accepted by the Navy on April 30, 1963. This aircraft was used extensively for research and development of EA-6A components and systems and was eventually bailed back to Grumman for use as a testbed. The aircraft was administratively stricken on October 16, 1970, and was cannibalized for parts for the operational aircraft. It is generally not counted among the EA-6A production total of 27 aircraft.

The first six operational aircraft were modified A-6A development airframes, followed by six additional conversions from partially completed A-6As on the production line, all delivered by June 1966. BIS trials at Patuxent River were conducted from August through December 1965. Later, an additional 15 aircraft were purpose-built on a dedicated EA-6A production line, and were delivered between December 1968 and November 1969. The first 12 aircraft initially were delivered with Pratt & Whitney J52-P-6A engines of 8,500 lbs. take-off thrust, but during November 1968, Navy Airframe Change (AFC) 37 was issued, upgrading all EA-6As to the newer J57-P-8A with 9,300 lbs. take-off thrust.

The electronics were assembled mostly from components and systems already in the Navy and AF inventory, allowing the Marines to field a system relatively quickly. Information on threats was obtained with the new passive AN/ALQ-53 ECM reconnaissance system which utilized receivers covering a much wider frequency spectrum than anything else at the time. Only the first 12 aircraft carried AN/ALQ-53, and the system was used during the first deployment to Da Nang during 1966-67. An AEL AN/ALR-15 radar warning receiver also was fitted. Other EW equipment carried on the EA-6A included three pieces of Sanders Associates equipment; the AN/ALQ-41 X-band track breaker, the AN/ALQ-51 S-band deception ECM (DECM) system, and the AN/ALQ-55 VHF communications jammer (COMJAM) system. An AN/ALE-15 chaff dispenser system was fitted in the aft fuselage. The EA-6A also was capable of carrying external chaff dispenser pods and AN/ALQ-31 ECM pods.

The aircraft's primary jamming system, the Raytheon AN/ALQ-76, was introduced during late-1965. Delays in AN/ALQ-76 production resulted in the EA-6A deploying to Southeast Asia with the interim "U-Pack" configuration. The "U-Pack" was an AN/ALQ-76 pod shell configured with AN/ALT-6B jammers obtained from the AF. Delivery of fully-capable production equipment started during early-1968. The EA-6A was capable of carrying an AN/ALQ-76 pod on each of the five inboard stations with up to four transmitters located in each and a 15 kva ram air turbine (RAT) mounted in the nose providing electrical power. The AN/ALQ-76 was a manually controlled system, featuring both barrage and spot noise jamming modes of operation. The operator used information from a surveillance receiver system to tune the AN/ALQ-76 jammers until the indication on the display matched the target radar. This was a relative-frequency matching process and did not require actual measurement of either the radar or the jammer frequency.

When the AN/ALQ-53 failed to live up to its performance specifications during the first EA-6A Vietnam deployment, the Navy contracted with Syracuse University to correct the problems. After the fixes were tested, Bunker-Ramo produced modification kits that were incorporated into the first 12 aircraft as they rotated back through MCAS Cherry Point, North Carolina. The second batch of 15 EA-6As were fitted at the factory with the improved and redesignated AN/ALQ-86 system. The large outer wing panel pods used by the AN/ALQ-53 were eliminated by the new system, making two additional stations (for a total of seven) available for other stores. Although the bulk of the AN/ALQ-86 was carried within the aircraft, coverage of some frequencies required the carriage of external pods containing additional receiver equipment and antenna. A Sanders Associates AN/ALQ-100 multiple-band track breaker was installed beginning during November 1968, replacing the earlier AN/ALQ-51 DECM system. The AN/ALE-15 chaff dispenser originally fitted was replaced by an AN/ALE-18 capable of dispensing flares as well as chaff.

RECAP

During 1985, a program known as EA-6A RECAP (which apparently does not stand for anything, but is a play on words relating to the EA-6B EXCAP, ICAP, etc.) was initiated under AFC-504 to extend the service life and improve the operational capabilities of the EA-6A. Initially, all twenty remaining EA-6As were to be processed through the program, but with the decision to reequip the Reserve squadrons with EA-6Bs during the late-1980s, the scope was reduced to 11 aircraft. The program was accomplished by the Naval Air Depot (NAD) at NAS Norfolk, Virginia; with BuNo. 156984 being the first aircraft to complete the updates. This aircraft, during November 1985, spent six weeks in a shielded hanger at Patuxent River undergoing tests of its new systems. Four RECAP aircraft later were assigned to both VAQ-209 and VMAQ-4, one was administratively struck, and two are awaiting major structural repair at NAD as of this writing. Improvements included replacing the AN/ALQ-41 and AN/ALQ-100 with the more capable AN/ALQ-126B, incorporating an AN/ALR-45 radar warning receiver, and an update to the AN/ALQ-76 and AN/ALQ-86 systems. The pilot's instrument panel was modified by removing the integrated vertical display indicator (VDI) and installing an attitude director indicator (ADI) that displays attitude, turn rate, and heading, similar to the unit installed in ICAP EA-6Bs. A generally updated avionics system also was added. By the end of 1988, the RECAP program had been completed, and, according to some Grumman documentation, "...has proven expensive, time consuming, and somewhat inflexible; due primarily to crew limitations." Several problems still persist in supporting the RECAP aircraft, including the age of the airframes and the limited availability of spares and technical documentation. Externally, the RECAP aircraft can be identified by the ALQ-126 "beer can" antenna on the back of the fin-tip pod, and the absence of the Doppler radar bulge under the aft "birdcage".

The EA-6A served with the three Marine composite squadrons, subsequently being transferred to a dedicated EA-6A unit, VMAQ-2, formed during 1975 to maintain all Corps electronic warfare assets. Upon phasing the type out of active service during 1979, the majority of the EA-6As spent some time in storage at Davis-Monthan AFB, Arizona, and subsequently were acquired by one Marine Reserve (VMAQ-4) and two Navy Reserve (VAQ-209 and VAQ-309) units. The type also serves with VAQ-33, the Navy's Fleet Electronic Warfare Support Group (FEWSG). At the end of 1983, 18 of the original 27 EA-6As remained in service: four had been lost to accidents; three had been administratively struck as uneconomical to keep operational; and two RECAPs were awaiting structural repair at NAS Norfolk. A total of 116,011 flight hours have been accumulated by the type. Current plans are to phase the EA-6A out of Navy Reserve service by 1992, transitioning the two Navy squadrons to the newer EA-6B. VMAQ-4 and VAQ-33 most probably will continue to operate the EA-6A for the foreseeable future.

EA-6B

Though the EA-6A proved to be a remarkably capable aircraft, the rapidly evolving world of electronic warfare dictated that more powerful jammers and more sophisticated detection equipment be available for future threats. Even before the EA-6A entered service, during late-1963 and early-1964, Grumman conducted a study of possible upgrades. When appraised realistically, it was all too obvious that there was little room for growth in the modified *Intruder*, and that its single systems operator would be unable to cope effectively with the increasingly complicated technology of modern electronic warfare. The Navy held an exercise during 1963 in an attempt to determine their future EW requirements, the results of which prompted Grumman to begin a design proposal that would culminate in the four-seat EA-6B. The unsolicited proposal was submitted to the Navy during June 1964, and led to a further series of design studies which prompted a research and development contract for the high-risk and long-lead components. All of this resulted in the Navy issuing a formal requirement for an advanced EW aircraft during November 1964, two years before the combat debut of the EA-6A.

The contract to Grumman specified an aircraft capable of dealing with all known and anticipated Soviet radar and fire control systems. The system was to be automated, capable of dealing with multiple threats simultaneously, and most importantly, modular enough to permit the incorporation of improved technologies and upgrades as they became available. Different crew configurations were considered, and quickly narrowed down to one that would seat three in two cockpits, with a pilot and EWO in the front cockpit and a single EWO in the back. Growth provisions would be incorporated to accommodate a fourth crew member in the rear cockpit at a later date. After further evaluation of crew work loads, the final Grumman Design 128J became a full, four-seat configuration with seating in tandem two-seat cockpits. This led to a 54 in. extension to the basic A-6 fuselage. Based on the electronic warfare environment encountered in Cuba and Southeast Asia during 1962-65, the aircraft EW systems initially would cover bands 1, 2, 4, and 7, with eventual growth to cover bands 1 through 10. This approach would minimize development risks and initial funding requirements, and allow a more rapid deployment of the new system.

The EW suite destined for the EA-6B was the AN/ALQ-99(V) Tactical Jamming System (TJS) designed by the Airborne Instruments Laboratory (AIL) division of Cutler-Hammer. Developed simultaneously with the airframe, the system was extremely modular, with on-aircraft electronics, computer and receiving systems, and externally mounted jammer pods. Fairings on the side of the vertical fin housed band 1 and 2 receiving antennas, while a fin-tip pod similar to that used on the EA-6A housed band 4 and 7 receiving antennas. Any detected signals were relayed to the aircraft's computer which assisted the crew in coordinating the jamming effort. Jamming transmitters were located in up to five pods carried on four wing stations and the centerline fuselage station. Each pod provided spot-noise or modulated deception jamming in a carefully preselected part of the frequency spectrum. The external carriage allowed for mission flexibility, efficient cooling of the electronic systems and transmitters, and placed less of a burden on the aircraft's electrical system since each pod was self-powered by a 27 kva ram air turbine incorporated in its nose. Each pod consisted of a structural assembly (hard-back), the RAT, two high powered transmitters, a jammer control unit, high-gain directional antennas, and a radome assembly. Additional EW equipment specified for the EA-6B was much the same as carried by the EA-6A, including a Sanders AN/ALQ-92 VHF communication jammer, which was a modified version of the EA-6A's AN/ALQ-55, and Sanders AN/ALQ-41 and AN/ALQ-100 track breakers.

By mid-1967, airframe wind tunnel tests had been completed, and an early mock-up was inspected and approved by the Navy. The fifteenth A-6A (BuNo. 149481) was converted to aerodynamically resemble the EA-6B final configuration. The aircraft would carry test equipment in place of the EA-6B's sophisticated electronics, and would continue to be powered by standard Pratt & Whitney J52-P-8As, instead of the J52-P-408s scheduled for production EA-6Bs. Known within Grumman as shop number M-1, the aircraft's first flight occurred on May 25, 1968 with Grumman test pilot Don King at the controls. The second NEA-6B, BuNo. 149479 (Grumman M-2), also powered by J52-P-8As, first flew during August 1968 with Peter Tummillo as pilot and Roger Busch as the systems operator and later performed the bulk of the system's flight trials. A third, non-flying example, rebuilt from the fifth A-6A (BuNo. 148615), became the static Electronics Test Article (ETA), and spent the majority of its time in the $3,500,000 Grumman Calverton anechoic chamber.

In this shielded building, AN/ALQ-99 trials could be performed without worrying about interfering with public communications, and without being spied upon by Soviet trawlers operating off the Long Island coast. The 75 x 75 x 30 ft. chamber, at the time the only one of its kind in the free world, was large enough for full-scale aircraft to be hung from a sling in a wheels-up configuration. The anechoic material was designed to handle extremely high power, permitting operation of all aircraft systems simultaneously—including a full complement of jammers. While used primarily as an electromagnetic compatibility test facility, the anechoic chamber also housed a bank of threat simulators which were used to run functional system checks. Grumman estimates that the use of the chamber during EA-6B/ALQ-99 development saved three years of flight tests.

Other test facilities that played a major role in the development and testing of the EA-6B included the System Integration Test Station (SITS), and the Electronic Warfare Test Range (EWTR). The SITS was a full-scale laboratory layout of the entire aircraft system, including the individual crew stations. Its primary function was basic hardware integration and functional checkout using a large array of electronic simulators. A companion element to the SITS was the Computer Complex, which provided for system software development and checkout. In addition, the Computer Complex was integrated with the SITS for full system-level "debugging", problem solving, and simulation. The EWTR was a group of radars and signal sources encompassing a wide range of frequencies, and was used during testing in both passive (ELINT) and active (jamming) modes. The EWTR was located about a mile away on the same property as the SITS, and could be used for integrated ground tests with the SITS. An AN/ALQ-99 system at the SITS received and transmitted, at scaled-down levels (to adjust for the short range), through roof-top antennas. The EWTR transmitted the threat signal, then received and analyzed the AN/ALQ-99 jamming signals. In this way extensive testing was accomplished without flight tests.

The first airborne jamming effectiveness tests were performed using a single transmitter operating at somewhat less than half-power. A *Nike-Hercules* anti-aircraft missile site at Rocky Point, Long Island, provided the "victim" emitter.

The early stages of EA-6B development were by no means free of trouble. The new 27 kva ram air turbines had a disconcerting tendency to disintegrate in flight, necessitating dropping back temporarily to an in-service RAT that provided sufficient power for only one of the two transmitters per pod. A more esoteric problem appeared during initial development of the high-power traveling wave tubes (TWT) used in the podded transmitters: of the first 50 tubes built for band 7, only one survived the acceptance test. In order to maintain test program progress, Grumman directed that band 7 TWTs be tested to no more than one-half the specified output, pending resolution of technical and manufacturing problems—which subsequently were solved.

The ETA and two prototype EA-6B aircraft can be identified externally by the absence of the extended dorsal fillet at the base of the vertical fin which appeared on the first pre-production example. They are also the only *Prowlers* that retained a structural commonality with the A-6. Pre-production and later EA-6Bs would have redesigned wings, landing gear, and generally increased structural strength to assure adequate fatigue life at the increased gross weight.

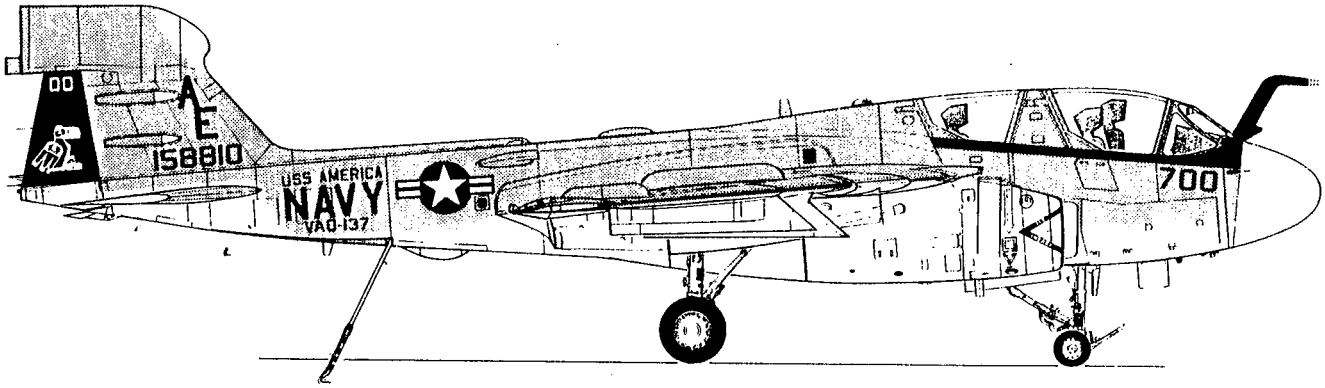
The building of five pre-production EA-6Bs, still with J52-P-8A engines, commenced with FY69 funding, and the aircraft were delivered in time for operational testing to begin during 1970. *Prowler* BIS trials were carried out during early 1970, followed by carrier qualification (CARQUAL) tests aboard the USS *Midway*. The latter cleared the way for series production.

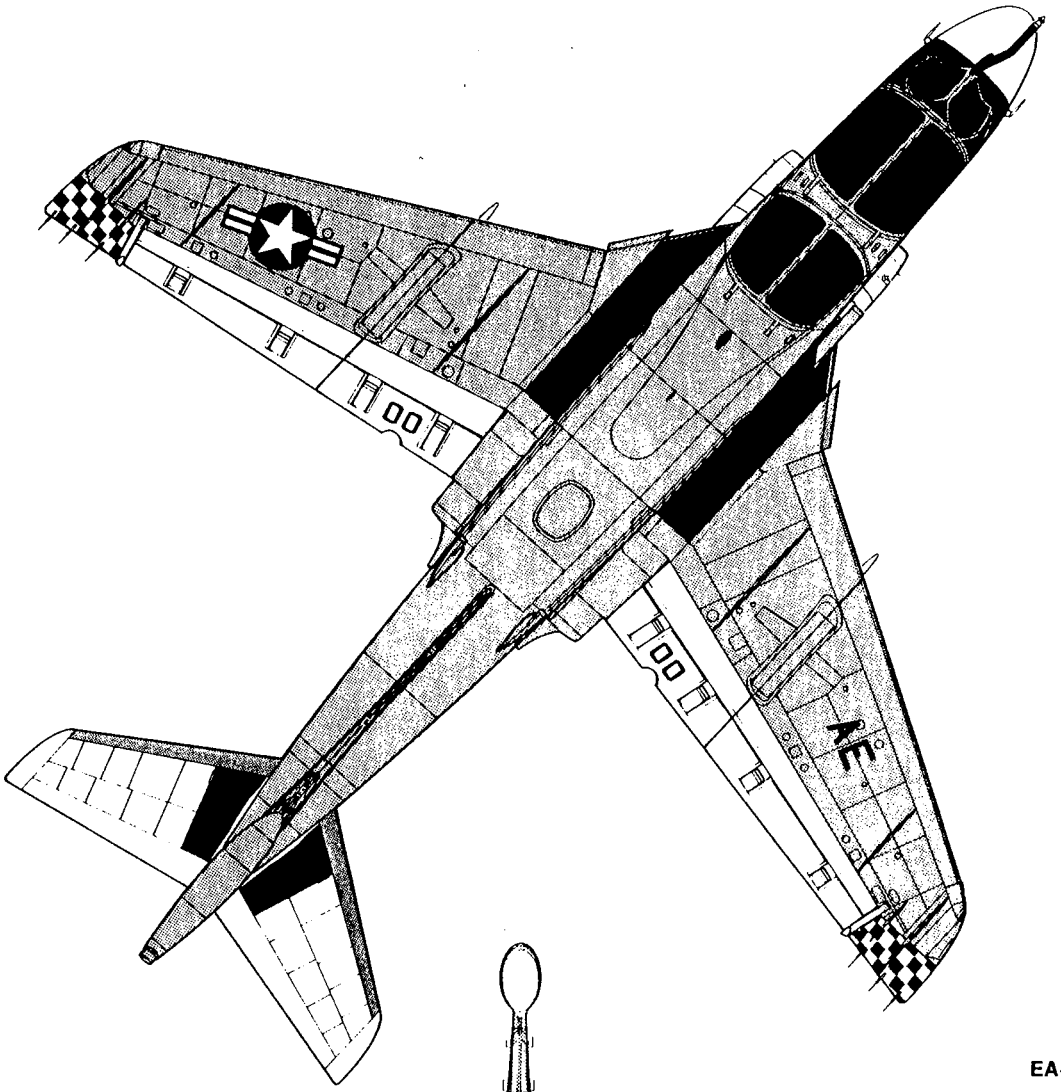
During the test phase, the EA-6B was shown to have a maximum level speed of 574 knots, with a cruising speed of 415 knots. The combat radius with four AN/ALQ-99 pods and one 300 gal. external tank was 710 nm. The three development and five pre-production airframes had cost $139,000,000 in FY69 dollars, including airframe related research and development (R&D). All pre-production aircraft except the first were refitted with J52-P-408 engines by AFC-262. One of the pre-production aircraft (BuNo. 156481) subsequently was brought up to ICAP-II standards and assigned to VAQ-130 during July 1986. Another (BuNo. 156479) spent 1985 undergoing catapult and arrestment cycle stress testing at LTV Corporation in Grand Prairie, Texas. The last pre-production aircraft (BuNo. 156482) was used as the prototype for ICAP-II, and is scheduled to be used as the development aircraft for the ADVCAP program.

"STANDARD" AIRCRAFT

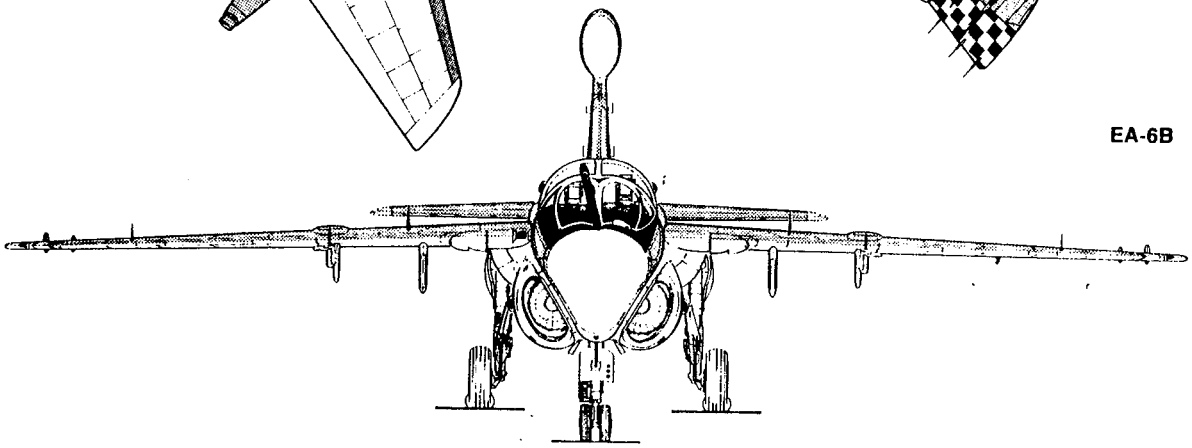
Twelve "standard" configuration EA-6Bs were funded during FY70, eight during FY71, and three during FY72. These aircraft originally were delivered from Grumman to the EA-6B training squadron (RAG), VAQ-129, starting during October 1970, and then were dispersed to fleet squadrons. The first 16 "standard" aircraft were delivered with J52-P-8A engines, but were upgraded to the newer, more powerful J52-P-408 configuration as soon as engines were available. All EA-6Bs after BuNo. 158544 were delivered from the factory with J52-P-408s. This version was used by VAQ-132 and other squadrons to support Operation *Endsweep* and *Linebaker II* in Vietnam during 1972 (it should be noted that not a single *Prowler* was lost in combat or to operational causes over Southeast Asia).

GRUMMAN EA-6B, BUNO. 158810





EA-6B



1.1 AIRCRAFT

The EA-6B is a four-place, twin-engine, mid-wing monoplane manufactured by the Grumman Aerospace Corporation, Bethpage, Long Island, New York. The aircraft designed for carrier and advanced base operation, is a modification of the basic two-place A-6 airframe. The aircraft is a fully integrated electronic warfare weapon system that combines long-range, all weather capabilities with an advanced electronic countermeasures system. A forward equipment bay and a pod shaped fairing on the vertical fin house the additional avionics equipment. The side-by-side cockpit arrangement is designed for maximum efficiency, visibility, and comfort. Single-point ground refueling makes fueling operations faster and easier, shortening turnaround time. Additional increase in mission availability by extending range and/or loiter time is accomplished using in-flight refueling. The aircraft is characterized by a large nose radome and sweptback wings. A tail hook is provided for arrested landings. For a jet aircraft, the EA-6B has a relatively slow approach and landing speed. The aircraft from a flight standpoint, is essentially a hydraulic aircraft. Generally the hydraulic systems are controlled electrically, the major departures from this are the actuation of the flight control servoactuators, emergency landing gear actuation, and wheel brake operations. In these operations, the hydraulic selector valves and servo actuators are directly positioned by the pilot. The chance of complete loss of essential functions due to battle damage or system malfunction is minimized in the electrical and hydraulic systems by the use of automatic isolation of less important electrical loads, redundant hydraulic power systems, and tandem actuators.

1.1.1 Mission. The primary mission of the aircraft is support of strike aircraft and ground troops by degrading enemy electronic activity and obtaining tactical electronic intelligence within a combat area.

1.1.2 Capabilities. The aircraft is capable of long mission radius or loiter time, high payload, with five-station capacity for ECM pods, AGM-88A HARM (stations 1, 2, 4, and 5), ALQ-167 pods, TACTS pods, chaff pods and drop tanks.

The weapon system is capable of tactical ESM and ECM along with ECM self-protection, ECM hard kill utilizing AGM-88A HARM, in addition to all-weather, long range navigation and visual low altitude operations.

1.1.3 Crew Composition. The crew is composed of one pilot and three electronic countermeasures officers (ECMO).

1.1.4 Aircraft Dimensions. The overall dimensions of the aircraft are as follows:

Wing Span	53 feet
Wings folded	25 feet 10 inches
Length	59 feet 10 inches
Height	16 feet 8 inches
Height while folding wings	21 feet 7 inches
Wing Surface Area	528.9 square feet

The ground clearances of the aircraft are as follows:

Wingtip	6 feet 4 inches
Centerline pod	18 inches
Wing Pods	3 feet

Refer to Part I, Chapter 3, for turning radius.

1.1.5 Aircraft Weight. The zero fuel/zero store weight of ICAP 2 aircraft is approximately 34,200 pounds, and of block 86 aircraft, approximately 33,600 pounds. Consult the individual aircraft's Handbook of Weight and Balance Data, NA 01-1B-50 for exact weights. Maximum takeoff gross weight is 61,500 pounds.

1.1.6 General Arrangement. The general arrangement of the aircraft is shown in Figure FO-1.

1.1.6.1 Cockpit Layout. Two tandem cockpits with side-by-side seating accommodate the four-man crew consisting of the pilot and three ECMO's.

VAQ-132 SQUADRON HISTORY

Tactical Electronic Warfare Squadron ONE THREE TWO was originall designated Patrol Squadron Twenty Nine (VP-29) flying the P-2V *Neptune*. In April 1957 at Naval Air Station North Island, California, the squadron was redesignated as Heavy Attack Squadron TWO (VAH-2) and transitioned to the A-3D *Skywarrior*. In April 1958 the squadron's home port was changed to Naval Air Station Whidbey Island, Washington. In November 1968 Heavy Attack Squadron Two was redesignated as Tactical Electronic Warfare Squadron ONE THREE TWO (VAQ-132), assigned to Tactical Electronic Warfare Wing THIRTEEN (VAW-13) at Naval Air Station Alameda, California. Flying EKA-3B's, the squadron was tasked with the dual missions of electronic countermeasures and in-flight refueling.

On 6 January 1969 VAQ-132 departed NAS Alameda aboard the USS ENTERPRISE (CVAN-65) for an extended deployment in Southeast Asia. Enroute, flight operations were terminated when the ship experienced multiple ordnance explosions and a severe fire on the flight deck. After repairs, the USS ENTERPRISe with VAQ-132 aboard completed its deployment in the Gulf of Tonkin. In the Spring of 1970 the tempo of training operations steadily increased in preparation for a Southeast Asia deployment aboard the USS AMERICA (CVA-66). On 12 November 1970, after seven months of combat operations, USS AMERICA departed Subic Bay, Phillipines for the United States via Sydney, Australia and Rio de Janeiro. The squadron arrived in Alameda on 19 December after completing the first of two 'round the world deployments.

On 15 January 1971 a new chapter in the history of VAQ-132 began as the squadron transitioned to the new EA-6B *Prowler* aircraft at NAS Whidbey Island. In April 1972, following seven months of intensive ground training and flying at NAS Whidbey Island, the squadron moved aboard the USS AMERICA (CVA-66) homeported in Norfolk, Virginia. The Scorpions then departed for WESTPAC as part of Attack Carrier Air Wing EIGHT. As the first EA-6B squadron to deploy, the VAQ-132 *Scorpions* flew electronic countermeasures support flights from six different aircraft carriers in the Gulf of Tonkin, the first being flown on 12 July 1972 in support of the USS SARATOGA (CVA-60).

VAQ-132 returned home to NAS Whidbey Island on 22 March 1973 via Australia completing its second 'round the world deployment. The squadron began immediately transitioning to the expanded capabilities (EXCAP) version of the EA-6B. The transition included participation in the operational evaluation of the aircraft. On 19 July 1974 VAQ-132 deployed aboard the USS INDEPENDENCE (CV-62) for a six month deloyment to the Mediterranean as part of Air Wing SEVEN, returning in January of 1975. After an eight month turn-around cycle the Scorpions again departed Norfolk, Virginia on 15 October 1975 for their second Mediterranean deployment aboard the USS INDEPENDENCE with CVW-7. The squadron returned to NAS Whidbey Island in May 1976.

VAQ-132 was next assigned as a member of Carrier Air Wing NINE onboard the USS CONSTELLATION (CV-64) and commenced preparations for a deployment to the Western Pacific. The Scorpions departed San Diego 12 April 1977 as part of the most modern Air Wing yet

to deploy. Aircraft included the new F-14A, E-2C, S-3A and the A-6E aircraft in addition to VAQ-132's own *Prowlers*. Returning home in November of 1977, the Scorpions completed their fourth EA-6B deployment. Early during the turn-around cycle VAQ-132 provided jamming services for the Navy Aegis Test Program in addition to pre-deployment work-ups with Air Wing NINE.

The Scorpions commenced their fifth EA-6B deployment on 26 September 1978 onboard the USS CONSTELLATION (CV-64). Nearing the end of the deployment the USS CONSTELLATION was ordered to the Indian Ocean by President Carter when Middle East tension reached a crisis. VAQ-132 was there to provide jamming support for the air wing. After being relieved, the Scorpions headed for home arriving on 17 May 1979.

During the subsequent turn-around cycle, the Scorpions transitioned to the improved capability (ICAP) version of the EA-6B at NAS Whidbey Island, Washington. Work-ups for the next deployment began with Carrier Air Wing NINE and the USS CONSTELLATION (CV-64) in September 1979. In November, the squadron's assignment was changed and work-ups began with Carrier Air Wing SEVEN for deployment aboard the USS DWIGHT D. EISENHOWER (CVN-69). After a Red Flag detachment, two east coast mini-cruises and a visit to St. Thomas, Virgin Islands, the Scorpions departed Norfolk, Virginia on 15 April 1980 for a second consecutive Indian Ocean deployment. This deployment lasted eight months, of which 249 days were spent at sea. In August of 1980 VAQ-132 surpassed 10 years of accident-free flying. After returning from the deployment in December, the squadron was presented with the 1980 CNO Safety Award.

Returning to NAS Whidbey Island, the squadron participated in various land-based exercises and wiork-up cycles with IKE and CVW-7. The Scorpions passed the eleven year accident-free milestone while embarked on Ocean Venture, continuing their superb record of safe operations at sea. The Scorpions returned to NAS Whidbey Island for the holidays. On 3 January 1982 the squadron departed for IKE and an extended deployment to the Mediterranean, accumulating 1200 flight hours and 530 arrested landings. The squadron returned home to NAS Whidbey Island on 13 July 1982.

In January 1983 the squadron began a new work-up cycle with IKE and CVW-7. In April 1983 the squadron deployed to the Mediterranean Sea. From August through November of 1983 the Scorpions participated in operations supporting the Multi-National Peace-Keeping Force in Lebanon.

The squadron returned to NAS Whidbey Island on 2 December 1983. The Scorpions then participated in numerous training detachments providing electronic countermeasures support services to other units including the Naval Fighter Weapons School (Top Gun), the Oregon Air National Guard and USAF fighter squadrons.

In the Spring of 1984, VAQ-132 was awarded the 1983 CNO Safety Award. Shortly thereafter the Scorpions participated in the celebration of the fortieth anniversary of the Normandy Invasion along with the USS DWIGHT D. EISENHOWER (CVN-69), Carrier Air Wing SEVEN and participants from England and France.

In July 1984 the Scorpions began another work-up cycle with the USS DWIGHT D. EISENHOWER (CVN-69) and Carrier Air Wing SEVEN. The squadron deployed to the Mediterranean on 10 October 1984. During this deployment the Scorpions led Carrier Air Wing SEVEN by receiving an outstanding grade on the Operational Readiness Evaluation, twice winning the IKE Professional Excellence Award, receiving IKE AIMD Silver Wrench Award and by winning the Golden Tailhook Award.

After returning to NAS Whidbey Island on 8 May 1985 the Scorpions were named Prowler Squadron of the Year for 1985 at Prowler Week activities.

The squadron participated in Red Flag Operations at Nellis Air Force Base on 28 June through 13 July 1985. Then, on 23 August 1985, VAQ-132 surpassed fifteen years and 23,937 hours of mishap-free flight operations.

In November of 1985 the Scorpions joined Carrier Air Wing SIX attached to the USS FORRESTAL (CV-59) and reported to NAS Fallon, Nevada for the start of the pre-deployment work-ups.

The squadron deployed to the Mediterranean on 31 May 1986 for a six month deployment. The squadron participated in four major exercises: SEAWIND 86, PROWLEX 86, DISPLAY DETERMINATION and DIZZY JOLT involving Egyptian, French, Italian, Turkish and Greek Forces. The Scorpions rwcked up over 1027 hours and 464 traps while being awarded both halves of the COMMATVAQWINGPAC Semi-Annual Safety Award. The squadron also installed the first Loran C in a tactical aircraft and the first Regency scanner into an ICAP EA-6B.

The squadron participated in jamming operations training against German F-4 pilots at George Air Force Base on 8 through 13 February. The Scorpions were awarded the 1986 Battle "E" as a result of the squadron's outstanding Mediterranean deployment.

In March of 1987 the Scorpions re-introduced DEFTAC training to EA-6B's and supported VF-31 and TFW-6 in ACM and jamming training at Hill Air Force Base. It was also announced that the Scorpions were awarded the CNO's Safety "S" for 1986.

In June it was announced that VAQ-132 had been awarded the prestigious Radford Award for meritorious operational achievement for 1986.

In May of 1987 the Scorpions started pre-deployment work-ups followed by Advanced Phase Training in July. On 26 August the Scorpions deployed on the USS FORRESTAL on OCEAN SAFARI 87, travelling into the AND Fjord of Norway north of the Arctic Circle. The Scorpions returned to NAS Whidbey Island on 9 October 1987.

In 1988 the squadron began work-ups for a cruise aboard the USS FORRESTAL (CV-59) and left Mayport, Florida in April. In repsonse to the Iranian crisis the FORRESTAL quickly transited through the Mdeiterranean Sea and Suez Canal enroute to BENO station in the North Arabian Sea. The Scorpions remained on station through July, then returned to the Mediterranean. In September the squadron participated in exercises in the North Atlantic,

returning to Mayport in October. The squadron received several awards for 1988 including the Golden Anchor Award and the Atlantic Fleet Battle "E".

During 1989 VAQ-132 transitioned from the ICAP-I version of the *Prowler* to the new ICAP-II (Improved Capabilities II) EA-6B. This update involved several technological improvements and gave the Scorpions the capability to shoot the High Speed Anti-Radiation Missile (HARM).

The Scorpions made detachments to three carriers in 1989 including FORRESTAL, EISENHOWER, and SARATOGA. The squadron also participated in exercises at Nellis Air Force Base and NAS Fallon, both in Nevada. For a second consecutive year VAQ-132 won the Golden Anchor Award. In January 1990 the Scorpions began the work-up cycle for thir first deployment with CVW-17 and the SARATOGA. They travelled to Fallon, Nevada to join the Air Wing to practice integrated operations.

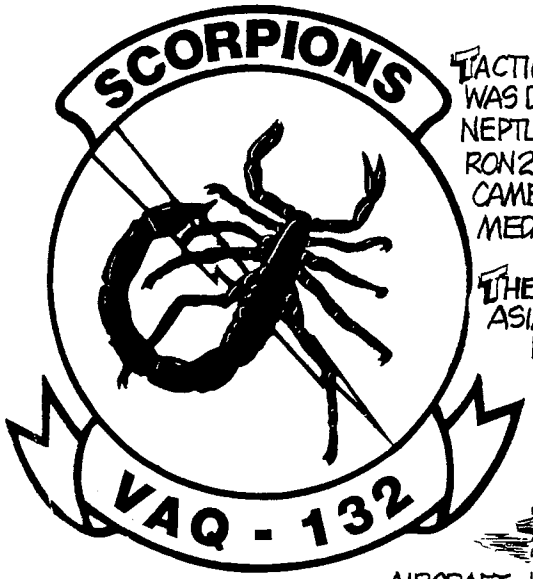
On 13 February VAQ-132 left for Mayport, Florida and the SARATOGA. This began the Refresher Training and Advanced Phase portion of work-ups. It was the first time the Air Wing had worked together at sea. This period concluded on 16 April.

The Scorpions returned to the SARATOGA during June to participate in Battlegroup operations. This period included a large-scale mock war. On August 7th the squadron departed for the Mediterranean for a deployment that had been scheduled well in advance. Only days before Iraq had invaded Kuwait. This changed the agenda and all plans were erased. The Battlegroup raced to take up station in the Red Sea. Arriving on 25 August, VAQ-132 spent most of the remainder of its cruise on station. As participants of Operation Desert Shield, the SARATOGA Battlegroup enforced the United Nations authorized economic sanctions against Iraq. The Airwing flew countless sortoes in support of the Allied warships as they challenged thousands of merchant vessels.

From 27 September to 13 October the Scorpions participated in Display Determination 90. This was a NATO exercise in the Mediterranean in conjunction with units from Turkey, Spain and Italy.

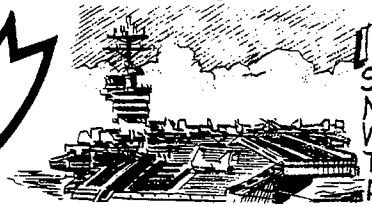
Desert Shield became Desert Storm on 17 Jamuary 1991. As in Vietnam, VAQ-132 led the way into combat, supporting the very first wave of strikes. The battle was won and 11 March the SARATOGA began its transit back to the U.S., transiting the Suez canal for a single deployment record sixth time.

Navy Times Squadron In The Spotlight



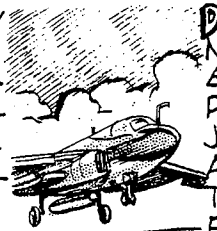
TACTICAL ELECTRONIC WARFARE SQUADRON 132 ORIGINALLY WAS DESIGNATED PATROL SQUADRON 29, FLYING THE P-2V NEPTUNE. IN 1957, IT WAS RENAMED HEAVY ATTACK SQUADRON 2 AND SWITCHED TO THE A-3D SKYWARRIOR. IT BECAME VAQ-132 IN 1968, FLYING EKA-3Bs FROM NAS ALAMEDA, CALIF., FOR ELECTRONIC COUNTERMEASURES AND IN-FLIGHT REFUELING.

THE VAQ-132 "SCORPIONS" DEPLOYED TO SOUTHEAST ASIA ABOARD AIRCRAFT CARRIER *ENTERPRISE* IN 1969 AND ABOARD CARRIER *AMERICA* IN 1970.



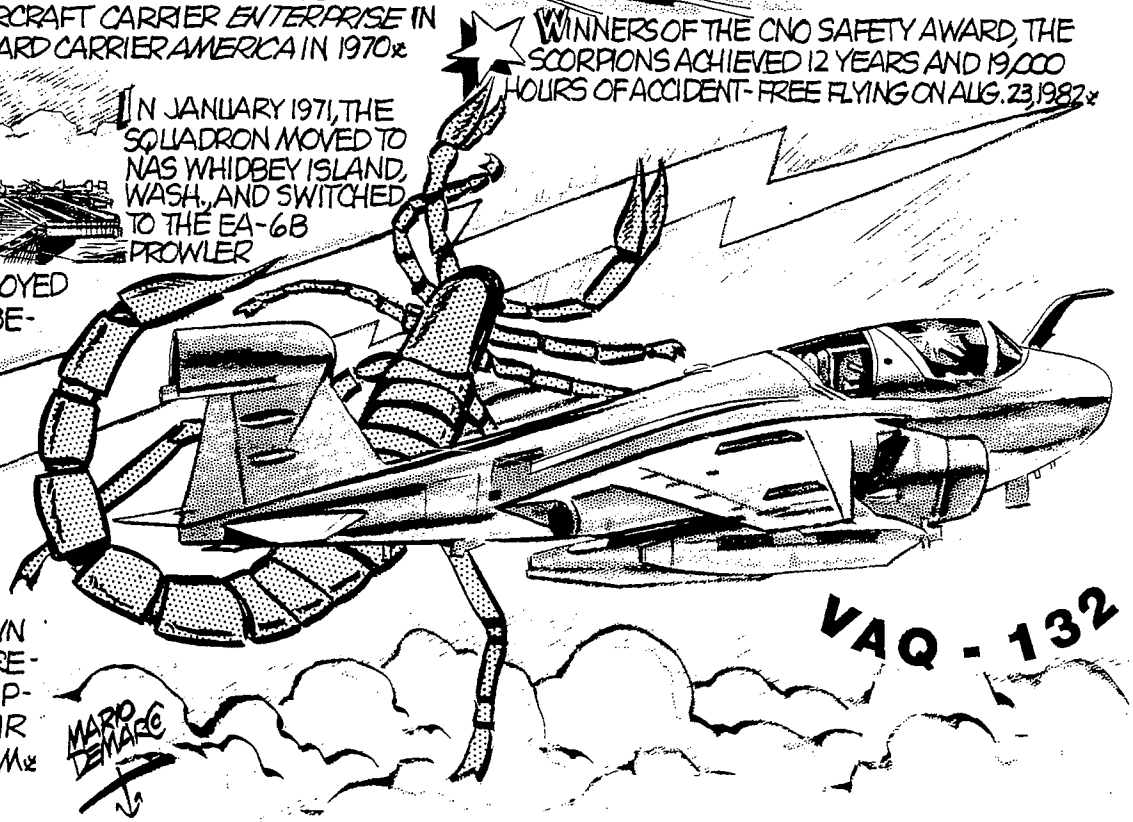
IN JANUARY 1971, THE SQUADRON MOVED TO NAS WHIDBEY ISLAND, WASH., AND SWITCHED TO THE EA-6B PROWLER AIRCRAFT. IT AGAIN DEPLOYED TO SOUTHEAST ASIA ABOARD *AMERICA* IN APRIL 1972, BECOMING THE FIRST EA-6B SQUADRON TO DEPLOY ABOARD A CARRIER.

FOLLOWING THIS INITIAL TRIP TO SEA, VAQ-132 FLEW ELECTRONIC COUNTERMEASURES SUPPORT FLIGHTS FOR SIX DIFFERENT CARRIER BATTLE GROUPS IN THE GULF OF TONKIN AND BECAME THE FIRST EA-6B SQUADRON TO SEE COMBAT. THE FIRST COMBAT FLIGHT WAS FLOWN JULY 12, 1972, IN SUPPORT OF CARRIER *SARATOGA*. THEREAFTER, VAQ-132 PROVIDED ELECTRONIC WARFARE SUPPORT FOR MANY NAVY CARRIER AIRWINGS AND THE AIR FORCE DURING COMBAT MISSIONS OVER NORTH VIETNAM.



DURING ITS 1982 DEPLOYMENT ABOARD NUCLEAR CARRIER *DWIGHT D. EISENHOWER*, THE SQUADRON PARTICIPATED IN NUMEROUS JOINT NATO EXERCISES AS WELL AS PROVIDING SUPPORT DURING THE EVACUATION OF U.S. CITIZENS FROM BESEIGED BEIRUT, LEBANON.

WINNERS OF THE CNO SAFETY AWARD, THE SCORPIONS ACHIEVED 12 YEARS AND 19,000 HOURS OF ACCIDENT-FREE FLYING ON AUG. 23, 1982.



FORMER COMMANDING OFFICERS

APRIL 1957 DESIGNATED VAH-2 (A-3D)

APR 57 - DEC 58	CDR H. L. SLAYER
DEC 58 - DEC 59	CDR K. E. GULLEDGE
DEC 59 - MAR 60	CDR C. S. PORTER
MAR 60 - APR 61	CDR W. B. BARRON, JR.
APR 61 - APR 62	CDR L. W. KIRKEMO
APR 62 - MAR 63	CDR W. D. FRIES
MAR 63 - MAR 64	CDR R. S. SMALL
MAR 64 - MAR 65	CDR C. H. LINDBERG
MAR 65 - MAR 66	CDR R. M. DELORENZI
MAR 66 - JAN 67	CDR J. P. SUNDBERG
JAN 67 - NOV 67	CDR D. K. FORBES
NOV 67 - NOV 68	CDR J. D. BLACKWOOD

1 NOVEMBER 1968 VAH-2 REDESIGNATED VAQ-132 (EKA-3B)

NOV 68 - JUN 69	CDR R. E. FRASER
JUN 69 - JUL 70	CDR J. H. ECKART
JUL 70 - JAN 71	CDR R. A. DALEKE

JANUARY 1971 - JULY 1971 TRANSITION TO EA-6B

JUL 71 - JUL 72	CDR D. R. MATTHEWS
JUL 72 - JUL 73	CDR E. F. ROLLINS, JR.
JUL 73 -JUL 74	CDR L. P. STONE
JUL 74 - JUL 75	CDR V. D. SHIRLEY
JUL 75 - SEP 76	CDR D. J. TAFT
SEP 76 - DEC 77	CDR J. H. STOKOE
DEC 77 - FEB 79	CDR J. F. SMITH
FEB 79 - JUN 80	CDR D. W. COOK
JUN 80 - AUG 81	CDR D. R. BRADBURY
AUG 81 - DEC 82	CDR D. L. MCCONAGHA
DEC 82 - JUN 84	CDR R. S. WEBER
JUN 84 - DEC 85	CDR T. S. ROBISON
DEC 85 - JUN 87	CDR W. K. FINCHER
JUN 87 - NOV 88	CDR P. ODELL, JR.
NOV 88 - MAY 90	CDR W. D. JOSLIN, JR.
MAY 90 -	CDR T. P. LANE